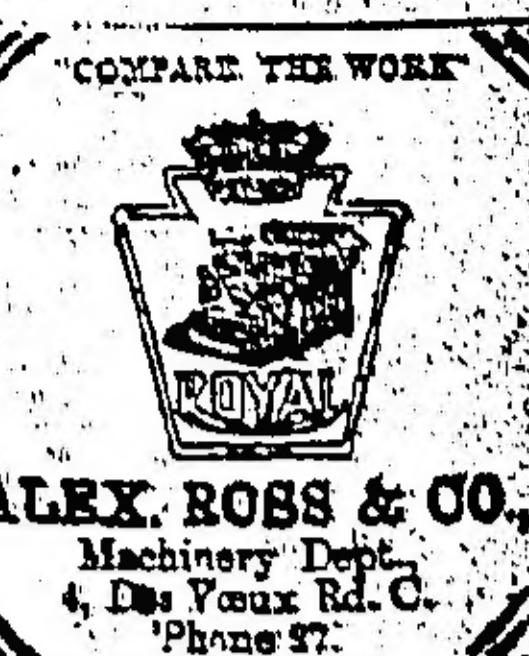


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# The China Mail.



September 27, 1919, Temperature 78.

Rainfall 0.00 inch.

Humidity 80.

September 27, 1918, Temperature 77.

ESTABLISHED 1845

No. 17,769. 六月廿七號英一千九百零九年九月廿七號

HONGKONG, SATURDAY, SEPTEMBER 27, 1919.

日四初月八未己亥年八月廿七號

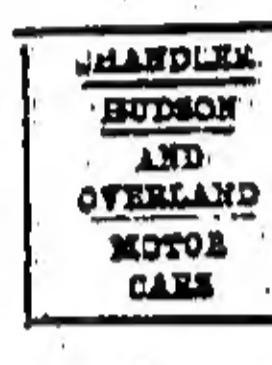
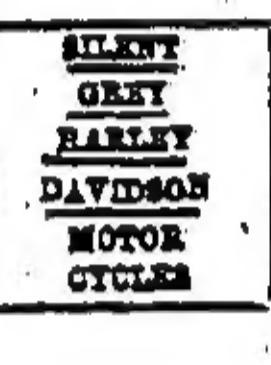
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A few drops sprinkled on the hands, fret, nape of neck or about the room give absolute protection against

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40c., 75c., \$2.00 per bottle.

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## EARLIER TELEGRAMS.

(Reuters' Service to the China Mail.)

### HAVAS REVIEW.

PARIS, September 24th.  
A favourable impression has been created in Paris circles by the announcement that the American Senate committee has submitted a unanimous report on the Franco-American Treaty, the United States agreeing to come to the defence of France in case of another invasion from German aggression.

A National Convention of the Radical and Radical Socialist Parties has agreed on a programme for the coming elections, the main point being the maintenance of a Parliamentary Republic, equality of all children in the matter of education and maintenance, equitable collaboration between Capital and Labour, and the reduction of military service.

No adherents of the new Democratic Party or of the United Socialists are to figure on the same lists with the candidates of the Radical Party.

French financiers express the opinion that the matter of foreign exchange rests with the United States and the attitude of American bankers, the real solution of the problem being the extension of long-term credits by American banking firms. The exact amount of credit should be approximately \$10,000,000,000.

The topic of discussion in Paris is the report that the French Premier intends to accompany Marshal Foch on a visit to America. The suggestion is received with unanimous favor.

Reports received in Paris indicate that the forces of the Bolsheviks in Russia are being driven along the line of advance of the Russian and Polish troops.

Important towns have fallen into the hands of anti-Bolshevik forces.

The advance of Polish troops in the neighbourhood of the Dnieper has caused panic to spread in the Bolshevik ranks. Admiral Kolchak continues to advance on all parts of his front.

### AN ITALIAN MUTINY.

BELGRADE, September 24th.  
An official statement from Spalato, dated September 23rd, states that an Italian detachment, with armoured cars, has crossed the line of demarcation and entered Trogir, in spite of resistance by a few Jugoslav soldiers. Serbian troops have gone to meet the Italians.

Two American warships have left Spalato for Trogir.

It is stated that the Italian Admiral, Admiral Millo, has informed the American Commander that the detachment consisted of mutineers.

### LAUNCH OF THE DESPATCH.

LONDON, September 24th.  
The light cruiser *Despatch*, which got jammed on the ways when she was first launched on November 11th, has been successfully launched.

### M. PICHON AND BRITISH DOMINIONS.

PARIS, September 24th.  
In the Chamber, in the course of the discussion on the Peace Treaty, M. Pichon upheld the right of the British Dominions to membership in the League of Nations. He declared that France had no colony comparable with the British Dominions, which raised nearly 3,000,000 men for the war.

### MINE CLEARANCE SERVICE.

LONDON, September 24th.  
To the end of August, 19,000 British and German mines were accounted for in Home waters and 3,000 in the Mediterranean.

Of the 30,000 British mines laid in Southern waters, mostly early in the war, it was found that only a very small proportion remained.

The men worked in the finest spirit. Three mine-sweeping vessels were lost at Home and two in the Mediterranean during the progress of work. On the other hand, only six merchant vessels were lost through striking mines since November, 1918.

The work of clearing the waters allotted to Great Britain has now reached the stage when it is possible to fix a date for its termination, namely September 30th, for Home waters, and November 30th, for the Mediterranean. Other places abroad are already clear.

There will still be the same danger from drifting mines as long as large mine-fields exist in the German area.

### AMERICAN STEEL STRIKES.

NEW YORK, September 24th.  
Ugly rioting took place at Newcastle, Pittsburgh, Buffalo, and elsewhere last evening owing to the steel workers' strike. There were a considerable number of casualties.

The Police there have been reinforced and New York State troops are being sent to Buffalo to preserve order at the Lackawanna plant.

The first agreement between the employers and the strikers occurred at Martin's Ferry, Ohio.

It is still impossible to ascertain the full scope of the strike. Undoubtedly Labour has gained ground in the Western centres, but it is stated that the strikers have made little headway in the Eastern sections.

NEW YORK, September 24th.  
The Senate Labour Committee has decided to investigate the charges that the I.W.W. propaganda is concerned in the strike.

## EARLIER TELEGRAMS.

(Reuters' Service to the China Mail.)

### BRITISH LABOUR UNREST.

### GRAVE CRISIS.

LONDON, September 24th.  
The reassuring statements which appeared in this morning's newspapers regarding the railway situation did not prepare the public for the ultimatum issued by the Government to the Government.

The dispute centres round the Government's proposed scheme of standardising wages, under which, according to the Railways' Executive, some grades of railwaymen will suffer a reduction up to 14s. weekly.

The National Union of Railwaymen, to-day, refused the Government's offer and informed the Ministry of Transport that in the event of a further offer not being received before noon on Thursday, it would call a strike.

There have been prolonged negotiations on the subject of standardisation, which is enormously difficult, owing to the fact that there are 128 grades of different varieties.

Mr. Thomas declares that the Government has agreed that standardisation should be upward, and the settlement with the locomotive men incorporates this, but the proposals for the other grades do not. Apparently, the offer referred to above means the Government's standardisation proposals.

Sir Eric Geddes had a conference, this afternoon, with the Premier, at Downing Street.

Shortly after the publication of the ultimatum, the Government issued a reply, that the action of the Railways' Executive in delivering an ultimatum on the very day on which the powers of the Board of Trade were transferred to the Ministry of Transport appears quite unjustified.

The advance in wages applies to the whole Railway staff, and will involve the Companies in the estimated additional permanent expenditure of over £45,000,000 annually, compared with pre-war costs, and this does not include any portion of the war wage, which might be continued under the Agreement of last March.

If the Companies are working on a commercial basis, this increase can only be met by very substantial increases in goods and passenger rates.

It is estimated that the other concessions already granted will cost another £20,000,000 annually, making £65,000,000 permanent annual increase on the pre-war pay bill of £7,000,000.

The railwaymen have already been advanced 10s. per cent. in the case of ordinary bookings, and this might have to be extended to all passenger fares.

It is certain that in order to meet the increased pay, the goods rates will have to be substantially advanced, probably by over 50 per cent. Such an increase must naturally be borne by the community and the country's export trade.

The Government's statement concludes by pointing out that under the existing agreement between the Government and the National Union of Railwaymen no man can be worse off than the Government is to-day, and will be to-morrow.

### ULTIMATUM TO GOVERNMENT.

LONDON, September 24th.

Mr. J. H. Thomas announces that an ultimatum has been presented to the Government on the railway crisis. The ultimatum will expire at noon to-morrow.

### STRIKE DECIDE ON.

LONDON, September 24th.

In spite of the Government statement, Mr. Thomas announces that to-night, the National Union of Railwaymen unanimously decided on a strike as from noon on September 25th, unless a new offer is received from the Government.

### CABINET'S THREE HOUR DELIBERATION.

LONDON, September 24th.

The Cabinet sat for nearly three hours this afternoon, and discussed the railway position for over an hour.

After the Cabinet meeting, the Government communicated with the National Union of Railwaymen, pointing out that misunderstanding apparently existed in regard to the continuance of the war wage.

Mr. W. Marwood, representing the Ministry of Transport, stated that this communication will provide the basis for re-opening negotiations if the Union Executive is willing. The outlook is therefore more hopeful.

### WARNING BY MR. THOMAS.

LONDON, September 24th.

Labour correspondents consider that the warning by Mr. J. H. Thomas, M.P., against railway trouble, should not be taken too seriously. They point out that the already protracted negotiations with the Railway Executive have still two months to run, and with Government help, it is practically certain that a settlement will be reached.

Mr. Thomas' warning is regarded as addressed particularly to the Labour Extremists who are trying to force a strike.

Mr. G. Bromley, the secretary of the Locomotive Engineers, said, yesterday evening, that he was not aware of any crisis.

There will still be the same danger from drifting mines as long as large mine-fields exist in the German area.

### TEST OF STRENGTH IN AMERICAN SENATE.

WASHINGTON, September 24th.

The Senate has adopted by 43 votes to 40 a motion by Senator Lodge postponing the consideration of the Republican amendment to the Peace Treaty until September 30th. The vote is considered as the first test of strength between the opposing Parties.

### THE PRINCE'S TOUR.

VICTORIA, British Columbia.

The Prince of Wales, travelling on a Canadian Railways steamer, has received by a flotilla of motor boats at the entrance of the harbour, today, amid huge cheering from the crowd on the pier.

## FAR EASTERN CABLE NEWS.

KAN WANG-PANG TO ACT AS PREMIER.

SHANGAI, Sept. 26.

An edict was issued on September 24 appointing Kan Wang-pang Acting Premier and approving the resignation of Kung Sun-chun. Kan Wang-pang was formerly President of the Military Board.

### ONLY A TEMPORARY APPOINTMENT.

It is reported in official circles that Kan Wang-pang will only act as Premier for a short time, as the President intends to appoint Chow San-moo to the post.

### THE NEW CABINET.

As soon as Kan Wang-pang was appointed Premier, the On Foot Club recommended several persons as suitable for appointment as Presidents and Vice-Presidents of the four bureaux in the new Cabinet.

### LUNG CHAI-KWONG'S SOLDIERS.

The Government has forwarded \$250,000 to General Lung Chai-kwong to pay the soldiers under his command.

### DEPRECIATION IN BANK OF CHINA NOTES.

The value of the Bank of China notes have depreciated owing to the lack of ready money. A dollar note is only worth 58 cents at present.

### ANOTHER LOAN FROM JAPAN.

Owing to the depressed state of China's finances, the Financial Board has made arrangements to borrow \$500,000 from a bank in Osaka. An agreement toward this end was made five days ago.

### INTERNAL PEACE.

Wong Yip-tong, the chief Northern delegate, has telegraphed to the Peking Government to send to him all the documents in connection with the treaty between China and Japan, so as to enable him to open negotiations with the South—Commercial News.

### CHINESE TELEGRAMS.

[Translated for the China Mail from the Wah Tsz Yat Po.]

### TWO MILLION DOLLARS FOR CHINA.

SHANGAI, Sept. 26.

The diplomatic body is willing to hand over to China two million dollars of the safe surplus.

### NEW PREMIER TAKING OVER OFFICE.

Kan Wang-pang took over the office of Acting Premiership on the 25th inst.

### LUNG CHAI KWONG'S TROOPS DEMANDING MONEY.

Over one thousand of General Lung Chai-kwong's troops at present staying in Tsin-tien and Ta-kai are awaiting money for their

SATURDAY, SEPTEMBER 27, 1919.

## NOTICES.

**G. P. LAMMERT.**AUCTIONEER, APPRAISER  
AND SURVEYOR.

## Public Auctions—

The Undersigned has received instructions to sell by Public Auction

on TUESDAY, September 30, 1919,

commencing at 11 a.m.

At the Kauhing Sz's Yauk Kaitong Ferry Co., Ltd., Wharf, Mongkok.

The Steam Launch

"SEE YUK."

Length 60' 8"

Breadth 13' 0"

Depth 53"

Tonnage Gross 25.85

Nett 17.67

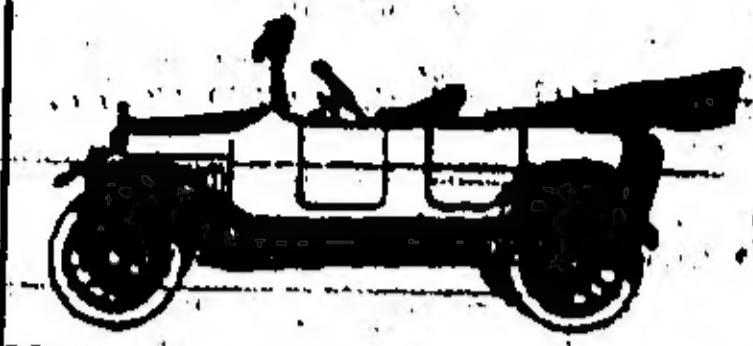
Terms—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, September 23, 1919.

## INTIMATIONS

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Sole distributors of

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Central.JUST RECEIVED  
from AUSTRALIA a large shipment of LACTOGEN, UNSWEETENED CONDENSED MILK, STERILIZED NATURAL MILK, MALTED MILK and SWEETENED COCOA and MILK, sold at very reasonable prices owing to the present high rate of Exchange, especially for Retailers.SHIU FUNG TAI & CO.,  
Sole Agents for Hongkong and South China,  
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Without fresh milk children cannot thrive.

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Beware of adulterated and impure milk.

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SEEDS, TOYS, POSTAGE STAMPS,  
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Hongkong.**JAPANESE MAKERS.**

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A pair of shoes.

JOHN MONTGOMERY BEATTIE,  
ANDREW BEATTIE,  
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Hongkong, September 24, 1919.

## NOTICE.

WE have acquired the business hitherto carried on by Messrs. W. E. LOXLEY &amp; CO, at Hongkong, Canton and London and shall continue to trade under the same firm name and style.

The business having been taken over as a going concern as on the 1st April, 1919—the personal liabilities of the firm as on that date and those contracted since in carrying on the business are assumed by ourselves.

JOHN ARCHIBALD RUSSELL,  
DONALD OSCAR RUSSELL,  
ROBERT CECIL RUSSELL.

Hongkong, September 24, 1919.

## NOTICE.

ALL PERSONS with the exception of persons of Chinese race, wishing to leave the Colony must have in their possession a VALID PASSPORT. Persons who are in possession of reports will be allowed to leave the Colony.

All persons with certain exceptions, will be liable to the COLONIAL GOVERNMENT for more than one day, and required to give notice under the REGISTRATION OF PERSONS ORDINANCE—1918.

Permit of Registration giving the particulars required may be obtained at the G.P.O. and at all Police Stations.

The Penalty for non compliance is a fine not exceeding \$100.

E. D. C. WOLFE,

Captain Superintendent of Police.

Hongkong, September 24, 1919.

**MASSAGE HALL.**MRS. T. SUGITA  
&  
MISS HALU4 Wyndham Street,  
Hongkong.**MUMYEYA**Japanese Photographers.  
All kinds of Photographic Work done  
in latest style also Passport Photos.Developing and Printing for  
Advertisers' Speciality.No. 54 Queen's Road Central.  
Tel. 284.**COMMANDER'****"Commander"** stands supreme in its power to satisfy the most fastidious smokers. It is a mild, pleasing cigarette made in a "Super Size".**"Commander must be smoked to be appreciated."**

This Advertisement is issued by British-American Tobacco Co. (China) Ltd.

## TRUSTS NOT WANTED.

WEY THE MINERS SEEK TO HAVE THEIR INDUSTRY NATIONALISED.

There is undoubtedly at the present time a great demand for the nationalisation of mines. And rightly so. Why? Because it is felt that there can be no real and lasting peace in the coalfields until they are nationalised. It would certainly be in the interests of the nation if mines were nationalised. Judge Sankey said the present system stood condemned. I agree. The system leads to waste in every shape and form; both inside and outside the mines. If the public only knew half the waste that is going on they would fight hard for change in the ownership of the mines. The mines are divided in districts, east, west, north, and south; and if one part does not pay so well as the others—that is to say, if the owners cannot get sufficient remuneration from it, the part is not worked. As a result, I have seen plenty of coal which will never be worked under the present system because it does not pay the owners to get it. This coal ought to be got, and would be got, if the mines were run on a businesslike footing. There should be no waste; and, in my opinion, this waste would be obviated by the mines becoming nationalised.

There are two methods of dealing with miners—one is to nationalise them, and the other to allow them to become the property of the state. So far as I can see, the latter method would make little difference to the miner so far as his wages are concerned, because he is so strongly organised as a Trade Unionist. He is always able to demand a fair wage for his labour. But miners view a trust with grave suspicion from the nation's point of view. A coal trust would place the people of the country into a terribly difficult position. They would have to pay for their fuel any price the trust cared to impose. The public could not doubt it would be fleeced. Therefore miners do not want trusts. It may be said that control has been a failure. Well, one cannot admit it has been a success, but the fault lies not with the miners. I know the miner so well that I know he is not a shirker, and does not intend to be one. I have seen many a row in a pit between two men for the "odd tub," which for the position means a little extra money over the man who works besides him. This shows that the miner is as keen as any other workman to increase his earnings; he knows that the more coal he gets the more money he earns. Of course, during the war conditions obtained which prevented the miners from getting the usual output from the mines. Miners enlisted in such large numbers at the beginning of the war

that certain portions of pits had to be shut down. The result was that when the men were demobilised, the owners were not quite ready for them. But the timber question has, in my judgment, contributed largely to the reduction in output. Prior to the war, timber came from Norway, where it was scientifically grown. It was easy to handle, and was put up in the mines quicker than the timber we had during the war. Consequently, during the war (and even to-day) it took men longer to fit up a timber than previously; with a resulting loss of time to the men producing the coal, and, naturally, a lessened output. That is one of the big reasons why output has been reduced; the other reason is the enlistment of miners.

The mines must be nationalised for the benefit of the nation as a whole. The miners are said to be unpatriotic. That is a slur upon them. They are patriotic, and feel confident that the mines would benefit the country financially if they were put under the country's control.

The miners did their bit during the war. They did so because the existence of the country was at stake. And they will, I am convinced, do their work now with a better heart if the country worked the mines instead of the private individual. They would do their level best to improve the output if they knew they were working for the country. Take my own county—Durham. Here, there is a mine where coal is very difficult to win, and a much higher price has to be paid to the workmen than is the case in any other mine in the district. The owner of the mine, in times of depression, must close down because he cannot make a profit; so far as his wages are concerned, because he is so strongly organised as a Trade Unionist. He is always able to demand a fair wage for his labour. But miners view a trust with grave suspicion from the nation's point of view. A coal trust would place the people of the country into a terribly difficult position. They would have to pay whatever losses were entailed in the pits where coal was difficult to secure. The profits from the others would compensate for the losses in others, and the country would benefit greatly. There would be no waste, as I have said, and all coal would be worked, the difficult as well as the easy, as it were. They would then be coal more than sufficient to meet the needs of the nation. Under private enterprise, the mine-owners always look forward to making a profit if there were no profits, the mines would be closed down. Mining companies are not "charity" organisations; we all know. But many are reaping large profits which might as well be given to the nation.

The miners are ripe for nationalisation, and are determined that their industry shall be nationalised. This is evidenced by the fact that at the moment I write, many miners are idle as a protest against the Government, not carrying out the terms of the Sankey Report. The people of the country also are up in arms against the increased price of coal in

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ENGLISH SILVERWARE, direct from Manufacturers,  
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Tel. No. 1238 & 1239.

We have now a large stock of fresh and superior Macaroni, Paste, Starch, Egg-noodles, Vermicelli and all kinds of Soup stuffs, all produced from Flour of Best Quality, sold at very reasonable prices. Large quantities have been exported to various important cities in the World. Terms moderate, especially for Agencies. Orders executed promptly. Inspection and Enquiries are cordially solicited.

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ALL ELECTRIC TRAMS Pass Entrance, Electric Lifts, Fans and Lighting throughout. Best of Food and Service. Telephone 373. Telegraphic Address: "VICTORIA". J. WITCHELL, Manager.**PALACE HOTEL**

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Ice Creams, "Blue" "Creme"  
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Imperial Cocoa... 10 cts per lb.  
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SPA AT HALF THE PRICE. BLENDS PERFECTLY  
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SHOE SUNDRIES.

**The China Mail.**

"TRUTH, JUSTICE, PUBLIC SERVICE."

HONGKONG, SATURDAY, SEPT. 27, 1919.

## CONTROVERSY.

A normal feature of most controversies, and especially of such as the one we put "finis" to to-day, is that all the combatants are left like Henley, with heads "bloody, but unbowed." They are never convinced, either against their will or otherwise, and they remain of the same opinion still—that is, if they happen to remember it. Sometimes they forget what their original opinion was, as they certainly forget assertions earlier made, and refuse to be bound by their own initial pronouncements. A latecomer would have difficulty in finding out what it was all about, which is one reason why a newspaper cannot allow them to go on indefinitely. In this one we have climbed in brown boots on stepping stones of snakes and white mice to higher issues, if only we could discover them. At present they are obscure.

For us of the *China Mail* redaction, we have had our minds refreshed by further side lights on the psychology of such things. Condemned professionally to assume the rôle of the judge and to set ourselves up as arbiters, we have been enabled to analyse the spirit of those who do these things for nothing, and to see how shrewd were such bygone psychologists as Thomas Hobbes, René Descartes, and Baruch Spinoza.

So long as men measure good and evil, right and wrong, by their appetites and aversions (and what other standard have they?) so long will controversies be like that, more vehement than scientific, more unscrupulous than altruistic, and leading to nothing further than "as you were." No man in a controversy unless he be a hireling advocate, like a barrister or a journalist) can decently call an opponent a mega-lomanic, because his own presence in the arena is necessarily evidence of some such mental conceit. Nor can he absolve himself of this desire for self aggrandisement by pleading that throughout he was good-humoured and ironic or sarcastic, because that indicates the apprehension of some deformed thing in another, by comparison whereof they applaud themselves, who are forced to keep themselves in their own favour by observing the imperfections of other men." The good teacher does not jeer at the ignorance of those he honestly desires to teach: he instructs them. The good student does not ask a question as if he were desiring information and then quarrelled with the Definitions of Words, and proceeds by Connexion of the

with the answer. In such controversies then, there can be no pretence of instructor and pupil, but rather of two or more persons, all perfectly self-satisfied, and each anxious to manifest his superiority over someone else. It is not a thing to condemn, because it is nature. It were as wise to censure time for flying or the sun for sending warmth. It is the universal spring-balance in the clock-work of social intercourse, none the less real and powerful, because generally quite unconscious. The objection to another man gaining some form of social prominence is instinctive; the objector feels that he himself has a prior claim. He rushes to criticise the other, not what he is saying or doing, but the man himself because he says or does. This real motive being obscure, to himself even more than to onlookers, he prepares the most excellent reasons, by which he is himself as much deluded and deceived as are those to whom they are offered. He will manifest the most perverse ingenuity in "reading between the lines," and attack with all the deluded earnestness of a Don Quixote some non-existent enemy: "John Kestrel" persists to day that the *China Mail* was "misled" into "attacking" Mr. Franks, whereas no attack was made. We did but report a telephonic conversation (voiced for and signed by one of the parties) and let it speak for itself. When we "attack" anybody, we usually make it as plain as possible. At another of his opponents John Kestrel casts a stone, (rather a big stone, certainly not a smooth pebble) aimed at his imperfect knowledge of English. He is, we suspect, quite unconscious that his own English has its faults, because in a covering note to his letter he asks us in the name of fairness, not to revise it. We never do revise the English of our correspondents unless authorized. He says we have "taken him to task more than enough," but it did not occur to us in that light. We were merely engaged in the task of manufacturing readable copy, and it is impossible for us to avoid the appearance of egotism involved in acting as if a column of our own writing may be readable and worth printing when half a column of his may seem likely to us to bore the reader. A badly composed letter, for the sake of its naive phrases and quaint orthography may be good "copy," where a long and tedious argument in more nearly correct English may not. (Like the last hundred words or so, for instance.)

Let us for a last word hark back to good Master Hobbes, in whose spirit we set out to generalize. He well and truly observes that "when the Discourse is put into Speech, and begins with the Definitions of Words, and proceeds by Connexion of the

same into general Affirmations, and of these again into Syllogisms; the End or last summe is called the Conclusion; and the thought of the mind by it signified, is that conditional Knowledge... which is commonly called Science. But if the first ground of such Discourse be not Definitions; or if the Definitions be not rightly joined together into Syllogisms, then the End or Conclusion is again Opinion." It is too much to desire, that all controversialists should be Hobbes like. We cannot even secure them on newspaper staffs. Perhaps controversies would be less interesting if we were all perfectly wise. Perhaps there wouldn't be any, and then how should we pass the time?

## THE DEFENCE CORPS.

Not even the exceedingly polite manner of our correspondent "B. A." can remove the sting of the thought that he hasn't been reading the *China Mail*, as regularly as it deserves. One would think from his letter that we had never put in a good word for the Defence Corps. To the best of our knowledge and belief we were the first paper to moot the matter, of their great deserts, and we have several times since had references. So far as the interested public is concerned we have certain indications that its verdict would be favourable. It cannot be doubted that proper representations have been made by our Governor. So what are we up against? If it is the blockheads at the War Office we throw up our hands, but without adding the word "Knavery." What sort of protest could move that inert mass of bureaucratic clay? Where is the newspaper or Governor or public committee with force or skill to stir a ripple on the surface of the War Office will? For if it will it will, and there's an end on it, and if it won't it won't you may depend on it. All the same it will be a dirty shame if the Defence Corps (whose very real services are admitted on all hands) is left out in the cold when so many who did less are getting that souvenir of the world war. We will print all letters sent in on the subject, and possibly a good show of public opinion, collated and forwarded to the right quarter, might move somebody to see justice done. Let us have a good show of short straightforward letters. They will make the most effective petition to send (if necessary) to His Majesty the King himself. The *China Mail* will be in the matter, if other means fail. We can get a question asked in the House. Meanwhile, give us your suggestions and opinions.

## LOCAL AND GENERAL.

To-day's dollar is worth 4/2 7/16d.

An "Old Chefoo Boy," Dr. Andrew Clark, has been awarded the Military Cross.

The opening dinner-dance will be held at Wiseman's Cafe to-night; no one will be allowed in the dancing-room, whether dancing or not, without a dance ticket.

Mrs Rose Blenheim Jupp, who is to be married to Mr. R. G. Hutchinson, of the Import and Exports Offices, arrived in Hongkong yesterday, by the "Empress of Asia."

The following Hongkong residents arrived by the "Empress of Asia," which arrived in Harbour at 3 p.m. yesterday—Mr. A. G. Gordon, Mr. and Mrs. J. J. Harrington, Mrs. A. Ritchie, and Mr. R. A. Nicholson.

To-morrow at the Wanchai Wesleyan Church the Chaplain, Rev. C. A. Gimblett, will resume at 10.15 a.m. his discourse on Christianity and Chinese Religions. At 6 p.m. he will discuss "Does it matter what a man believes?"

The Hongkong University Union is giving a valedictory dinner to Sir Charles Eliot in the Great Hall of the University on October 1, at 8 p.m. Those members of the Union who desire to attend should communicate with Mr. Y. C. Wong, the Secretary.

In anticipation of the forthcoming Diamond Jubilee Celebrations of Union Church in November the minister, Rev. J. Kirk Macdonach, proposes to deliver on successive Sunday mornings a series of sermons upon the Seven Churches in Asia. The first of these, on the Church in Ephesus, will be given to-morrow (28th).

## ENTERTAINMENT TO SCHOOL CHILDREN.

The Peace Celebration Committee which promised an entertainment to the school children in the Colony, kept its word yesterday afternoon, when the pupils of the Bellfairs Girls' School were entertained at the Victoria Theatre from 1 to 4 p.m. A cinematograph show was staged, and the programme included the "Voice of Destiny" with "Baby Osborne" in the principal role, and war pictures, with which the 500 children in the audience were greatly delighted. At the interval tea was served. A local lady was at the piano, and gave them nice music.

## CRICKET NOTES.

[Special to the *China Mail*.]  
BY "UNIQUE."

The decision of the Cricket League meeting a couple of days ago to limit the League competition to ten or eleven matches, each Club meeting the other once only, instead of twice, is one that will commend itself to most cricketers in the Colony. Last season cricket was prolonged till everyone was pretty sick of it. As Captain Gray pointed out, men like to have an occasional Saturday off for some other amusement. With the revival of Rugby football in the next few months, no doubt some of the cricketers will want to help in rugger, for till about January, it is very unlikely that the Army and Navy will be able to get together anything like a decent fifteen.

Resumed streets are noted. One with a German name becomes Muifong Street. "Chatham Path" runs from May Road near the tram station to Barker Road near the hospital. There's also a Clovelly path—probably "up along."

Dr. L. O. Spillane goes on the Dental Register.

A notice to mariners about co-operation with the Observatory we reprint in full elsewhere.

## GOVERNMENT GAZETTE.

## THE GIST OF IT.

The Lusitano Sporting Association needn't register. Ditto the Hongkong Amateur Photographers' Association.

There's a long despatch from Lord Milner about raising the German blockade. Apparently we are a Colony "not possessing a responsible government." The general effect of the despatch is that we may now trade with everybody but Bolsheviks.

Dr. Lewis Edwin Fannin, stopping at the Astor House Hotel, is added to the register of medical practitioners.

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A notice to mariners about co-operation with the Observatory we reprint in full elsewhere.

We are informed by the Colonial Secretary that the rice allowance granted to the junior subordinate service will be further reduced from \$1.50 per month to fifty cents per month with effect from the 1st of October, 1919.

good show. Sharman would have played in the forthcoming inter-port cricket if he had been in Hongkong. Craingewoer's prospects are not rosy, and I fancy they will have to be satisfied with the "wooden spoon," unless the Police snatch that honour from them. The Club has lost D. Rumjahn, A. el Arculli and J. D. Noria, all of whom though not indispensable, were nevertheless very useful members of the team. Abbas has decided to stay with Craingewoer instead of helping the Indians. Thompson, Basa, Omar, Abbas, and Lammert will form the nucleus of the Craingewoer team. I take it that Grimmett will help the Police.

The trimming down of the League fixtures is a step in the right direction, and I hope that some will, on reflection, join with me in the hope that the day will dawn some time in the future when there will be no necessity for playing League cricket. After all, cricket is the King of games, and we should be able to play it without such an "adventitious aid" to enthusiasm as a shield.

The University team is a doubtful quantity at present, and if the new members of the staff who are on the Colony do not contain at least four cricketers, G. E. Marley will find extreme difficulty in getting together a team. A. H. Rumjahn will captain the Indian team and Fonson by Fane, the prince of enthusiasts is no longer in the Colony. If the University is not able to get together a team, Marley and Brayshaw will not doubt play for the Hongkong C.C.

Rome all returning to the Colony is the near future, the probability that H. E. Muriel will be back in Hongkong, and that R. O. Hutchison, H. Hancock, and R. Brand will once again look to cricket, the Club can look forward to a good season. Capt. Grav, D. E. Donnelly, R. P. Thirlfield, E. Mitchell, F. Sutton, Captain Murray, R. Kennedy, and P. Jacks are all available. So the Club will have no difficulty whatsoever in raising a representative team. It is stated that some of the officers in the Indian Regiments are good cricketers, as also the Wiltshire officers, the Regiment, now being on its way to the Colony. It is not likely that the Wiltz will be ready to join the Cricket League this year. A most encouraging sign for Hongkong Club Cricket is the number of men who are practising at the nets daily.

Kowloon will be stronger than last year and its supporters are beginning to hope for big things from the team. Besides Goodall, Stapleton, Robinson, Taylor and Overy, the mainstays of last year's team, Kowloon will have the regular assistance of A. A. Claxton, their crack player, who only turned out but two military occasions last year. J. V. Braga, F. Carr, W. T. Elson, Wilkie, and perhaps, E. L. Braga. With so much talent to be relied upon, Kowloon will be a tough side this season.

The Royal Engineers will have to depend much on any new men that are coming. As far as I am aware, Lt.-Col. Coles, Major Edwards, Capt. Raworth, and Pte. Connor will be playing this year, and the impression is that the R.E. will do better this year than last. Lt.-Col. Coles is one of the finest cricketers in the Colony, and Major Edwards will, if he has retained his Ceylon form, be a source of strength to any team.

The Indians are making their debut in League cricket, and must not be disappointed if they do not fare so well as they expect to. A. H. Rumjahn, who has his ankle twisted recently, will be able to play in the beginning of November. The team will include several promising cricketers. They have one youngster in the Indian Regiments are good cricketers, as also the Wiltshire officers, the Regiment, now being on its way to the Colony. It is not likely that the Wiltz will be ready to join the Cricket League this year. A most encouraging sign for Hongkong Club Cricket is the number of men who are practising at the nets daily.

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SATURDAY, SEPTEMBER 27, 1919.

WEEKLY SHARE REPORT.

Meers, W. Logan & Co. report on Sept. 26:

Since our last report of the 19th inst., our market has shown rather less activity but a fair amount of business has been put through both in speculative and Investment Stocks and notwithstanding the approaching settlement process are well maintained. The Shanghai market is still firm, particularly in Cotton Shares which show a further advance in prices.

Banks.—Hongkong and Shanghai Banks, no business has been reported in the stock, but shares could be placed at \$370.

Marine Insurances.—No change has taken place in prices which remain as follows:—Cartons \$440, North China Ts. 200, Far Easterns Ts. 25 all buyers, Unions \$220 and Yantze \$270 nominal.

Fire Insurances.—Hongkong Fire have buyers at \$345 and China Fire sellers at \$388.

Shipping.—Deferred Indos are wanted at \$187 and Shell Transports at 175/4. Steamboats can be obtained at \$244 and Star Ferries at \$344. Douglas are a little quiet, shares being on offer at \$32.

Refineries.—China Sugars have been a quiet market with shares available at \$177. Malabouks are also on offer at \$48.

Docks and Wharves.—Kowloon Docks remain firm with buyers at \$182½, Kowloon Wharves also are wanted at \$110½ cash and \$112½ October. Shanghai Docks have buyers at Ts. 123 cash and Ts. 128 October.

Cottons.—Ewes have risen from our last quotation of Ts. 360 to a buying rate of Ts. 375. Kung Yik after sales at Ts. 34½ are still required for at that rate. Shanghai Cottons have risen Ts. 10 during the week and have now buyers at Ts. 240. Yangtzeopao after sales at Ts. 18 have buyers at Ts. 17½. Kung Yik are wanted at Ts. 34½.

Miscellaneous.—Cements are quiet, business having been done at \$7.80 at which rate more shares are available. The following stocks have buyers:—China Lights (old) \$7½, (new) \$8½, Ropes at \$80, Steam Laundrys \$4½, Steel Foundries \$80, Watsons \$5, Powells \$12 and Wheelmans \$29.

OUR LOCAL POETS.

MEMORY.

The memories of the past they ever haunt us,  
Memories of deeds best left unsaid;  
Yet ever through our brain there comes to flout us  
The knowledge of the things that should be dead.

Can we forget? How many of us often wish we could!  
What fearful hours of agony are ours because of memory!  
Would the God grant our desire if we wished what we would!  
We would forget—we can't—because of memory.

What we now we reap the wise have told us.  
And thousands of us compound interest gain:  
He who invented memory badly sold us:  
We would forget—we can't—we try in vain.

Through the long watches of the night, upon our bed,  
We conjure up grim visions of the past;  
Memories of the things we often did,  
And from the soul cry out "how long, ye Gods, shall memory last?"

WILLIAM HILL.  
Hongkong, Sept. 28, 1919.

ROT.

They haven't got no bosses:  
The men who fight diseases:  
Just Sanitary Inspectors,  
The Little Snell detectors,  
Gastro-Est. inspectors,  
Smallpox disinfectors,  
Filth and dirt ejectors,  
Push the mustard, if you please.

They haven't got no consciences:  
The smiling compradores:  
With words like wondrous spices,  
With those cunning devices,  
They stuck up all their prices,  
Two cents a pound their ice is  
Don't know what price their vices  
These profiteers through war.

They haven't got no life now,  
The Special Police Reserve:  
They've been and gone and done it,  
Just because they couldn't run it;  
Some have medal—say they won it,  
Say "what awful beastly fun it is,  
Was to wear brown boots." But  
sun it.

Up—they've got what they do serve.

WILLIAM HILL.  
Hongkong, Sept. 28, 1919.

CAPTAINS! HELP THE OBSERVATORY AND HELP YOURSELVES.

Royal Observatory, Hongkong.  
NOTICE TO MARINERS.

1. The Marconi International Co. have issued the attached circular to their operators and shipmasters are earnestly requested to co-operate in the forecasting and storm warning work of the Royal Observatory, Hongkong, by arranging for meteorological observations to be made in accordance with the programme given in the circular, and transmitted by the wireless operator without delay.

2. The accuracy and utility of the Observatory forecasts will increase in proportion to the number of ships co-operating, the accuracy of the observations, and the promptness with which they are despatched. In the interest of shipping, therefore, every master possessing a radio-telegraphic installation should send observations at the hours stated: viz. 6 a.m. and 2 p.m. of the 120th Meridian Time, and endeavour to make the service as efficient as possible.

3. It is requested that mercurial barometers should be used whenever possible, and that owners should co-operate by supplying their ships with at least one good mercurial barometer, of the Board of Trade pattern. Very few aneroid barometers are satisfactory. Generally speaking, the index error varies considerably from time to time, and is seldom constant throughout the scale. Moreover their readings are usually affected by changes of temperature though they are supposed to be compensated in this respect.

In every case the readings should be followed by the word "Mercury" if a mercurial barometer is read, or "Aneroid" if an aneroid is read. 4. It is very important that a few readings (at least four) of the ship's barometer (the barometer used for the wireless messages) should be taken in Hongkong and forwarded to the Observatory, in order that the correction to the Observatory Standard may be obtained; otherwise the barometer readings are useless. It is also very important that the readings should be exactly as read off, without any correction whatever, except in the case of ships which have not sent comparison observations to the Observatory. Such ships should correct the readings for index error, and reduce them to 32° Fahrenheit, sea level, and gravity at 45° latitude; using the best index error available and adding the word "corrected."

T. F. CLAXON,  
Director.

September 26, 1919.

THE MARCONI INTERNATIONAL MARINE COMMUNICATION COMPANY, LIMITED.

CIRCULAR NO. 364.

Operators employed on board ships trading to the Far East will note that arrangements have been made to transmit from the Cape d'Aguilar (Hongkong) Radiotelegraph Station to ships at sea a summary of meteorological conditions and weather forecasts. In return, ships will forward meteorological observations through the Cape d'Aguilar station to the Royal Observatory, Hongkong.

Details of the arrangements are given hereunder:

1. A summary of meteorological conditions and weather forecasts will be broadcasted by Cape d'Aguilar (Hongkong) Radiotelegraph Station at 1 p.m. Hongkong standard time (5 a.m. G.M.T.) and repeated at 5 p.m. Hongkong standard time (9 a.m. G.M.T.).

2. Storm warnings are broadcasted at about noon and repeated every two hours until midnight. If a second warning is issued during the day the later warning will be substituted.

3. When within range of Cape d'Aguilar the Captain will arrange for observations to be made at 6 a.m. and 2 p.m. Hongkong time (10 p.m. 6 a.m. G.M.T.), and a message, prepared by the observer, will be handed to the operator for transmission containing the following information:

(a) Ship's name, position, and the time of observation (G.M.T.).

(b) Barometer reading (with no correction whatever).

(c) Thermometer reading (if the barometer is of the mercurial type).

(d) Wind direction and force.

(e) State of weather (in plain language).

Under no circumstance will the operator write these messages.

4. Reports for transmission from the ship will be addressed to "Royal Observatory, Hongkong," and immediately on the acceptance of these messages the operator will enter (a) Prefix "S"; (b) Date, (c) Time handed in (G.M.T.).

5. All messages handed in under the above conditions shall be dealt with as follows:

They shall be communicated to the coast station at the first opportunity, and shall receive priority as Government messages.

The greatest care shall be observed to have them correctly transmitted: wherever possible, each message shall be repeated.

6. All messages shall be treated free of coast, tax, ship tax, and land charges.

A REGULAR LAG.  
PRISONER AT 10.

A Chinese aged 35 was charged before Mr Lindell this morning with unlawfully entering a house in Wan-chai, with intent to commit a felony. Inspector Kent said that at 6 this morning, the defendant climbed over the wall of the house, landed on a table below, climbed, and was going down the stairs, when he was met by an inmate who arrested him.

His Worship.—Three months.

Inspector Kent.—Your Worship, he had twenty previous convictions, and this is his twenty-first. He came out of jail on the 5th of this month. He has been in and out of prison since he was ten years of age.

Defendant.—I entered the house for the purpose of getting some water to drink.

His Worship.—But why did you enter in such a way? Six months?

UNLAWFUL POSSESSION OF OPIUM.

LONG SENTENCES FOR LITTLE BOYS.

A boy was charged before Mr Lindell this morning with the unlawful possession of 5 taels of prepared opium outside the Wing On Company. Defendant said that he was looking at the show window of the Company, when a stranger went up to him and gave him a parcel. His Worship fined him \$500 or five months.

Another boy charged with the possession of 30 taels of opium, said he was on the Praya when a man handed hurriedly to him a parcel, and he was arrested by a constable. He was fined \$2,000 or eight months.

HONGKONG POLICE RESERVE.

Order issued by Mr. J. W. Franks, D.S.P. (R.).

BAND.

At the request of His Excellency the Officer Administering the Government, the Band will parade on the 30th inst. at 9.30 a.m. at Blake Pier to meet His Excellency the Governor on arrival.

Note.—Statue Pier was given in error in yesterday's orders.

AMMUNITION.

A coolie was charged before Mr Smith with the unlawful possession of 499 rounds of rifle ammunition and 1,000 Caps on the Kowloon Godowns.

Inspector Cashman said the defendant was going towards the "godowns" carrying a bag. He was stopped by a revenue officer, and his bag was searched. Defendant said that a Chinese passenger on the "Empress of Russia" called him up, and asked him to carry the bag. He could not find the man.

Inspector Cashman said he did not wish to press the charge. Mr Smith fined the man \$25 or one month. The ammunition was confiscated.

7. Reports handed in for transmission written on any form other than on the message form numbered SI, shall be affixed to a message form SI in such a manner as not to cover the space reserved for service instructions and other data.

8. The Hongkong Observatory also sends wireless Time Signals via Cape d'Aguilar at the even seconds between 11.56 a.m. and noon, and between 8.56 p.m. and 9 p.m. Hongkong time (3.56 a.m. to 4 a.m. and 12.56 p.m. to 1 p.m. G.M.T.). The 2nd, 28th, 50th, 52nd, and 54th second of each of the above minutes are omitted for the purpose of identifying the signals.

The Time Signals are preceded by the following warning signals from Cape d'Aguilar 11.54 a.m. and 11.55 a.m., and between 8.54 p.m. and 8.55 p.m. Hongkong time (3.54 a.m. and 3.55 a.m. and 12.54 p.m. and 12.55 p.m. G.M.T.).

EQ. DE VPS HK TIME WAIT

Both warning and Time Signals are sent out on a wave length of 1,000 metres from a 5 kw spark set. The Time Signals are dots of about 0.2 second duration. Radio-telegraphic land and ship stations within range of Cape d'Aguilar are required to keep silent between 11.54 a.m. and noon, and 8.54 p.m. and 9.00 p.m. Hongkong time (3.53 a.m. and 4 a.m. and 12.54 p.m. and 1 p.m. G.M.T.) in accordance with Article 45, paragraph 3 of the Service Regulations appended to the International Radio-telegraph Convention of 1912. Operators are also required to keep themselves provided with the most accurate time available in order to know when to shut down.

9. The times given in brackets represent the G.M.T. equivalent of Hongkong standard time. The latter time is 8 hours in advance of G.M.T.

The Marconi International Marine Communication Company Limited, Marconi House, Strand, London, W.C.2.

THE CHINA MAIL.

STOLE HIS OWN WAGES.

A man was before Mr. Smith this morning charged with the larceny of 25 catties of rice, the property of his employer living at Wong-nei-chong. Inspector Kent said that at 6 this morning, the defendant climbed over the wall of the house, landed on a table below, climbed, and was going down the stairs, when he was met by an inmate who arrested him.

Defendant said that his employer owed him \$3.50 and refused to pay, and he obtained the rice to make up for it.

The employer in Court, admitted that he owed him the money, but said he was willing to pay.

His Worship.—I discharge you but the rice is to be given back to your employer.

Inspector Kent.—But he has consumed it.

His Worship (to defendant).—Have you finished up all the rice?

Defendant (boldly) yes.

His Worship.—\$5 or 10 days.

Complainant.—But, when he comes out of jail he is to take his revenge. I think.

TO-DAY'S ADVERTISEMENTS.

NOTICE.

H. M. SIR EDWARD REGINALD STUBBS, K.C.M.G., will arrive in the Colony on the morning of TUESDAY, the 30th September and will land at Blakes Pier at about 10 o'clock when he will proceed to the CITY HALL where the Address of Welcome will be read and presented to him.

H. J. GEDGE,  
Hon. Secretary,  
Reception Committee.

Hongkong, September 27, 1919.

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by Public Auction

on THURSDAY, October 2, 1919,

commencing at 11 a.m.  
at No. 31 Godown of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon.

34 coils Galvanized Wire Gauge 13,

each 1 picul

34 coils Galvanized Wire Gauge 18,

each 1 picul

34 coils Galvanized Wire Gauge 20,

each 1 picul

34 coils Galvanized Wire Gauge 21,

each 1 picul

34 coils Galvanized Wire Gauge 22,

each 1 picul

at Godown L

265 pieces Mild Steel Angles,

2½" x 2½" x 5/16" x 20'

at Godown E

149 pieces Mild Steel Angles,

2½" x 2½" x 5/16" x 18'

189 pieces Mild Steel Angles,

2½" x 2½" x 5/16" x 20'

59 pieces Mild Steel Angles,

2½" x 2½" x 5/16" x 22'

59 pieces Mild Steel Angles,

2½" x 2½" x 5/16" x 23'

Terms:—Cash on delivery.

GEO. P. LAMBERT,

## SHIPPING

# P. & O.-BRITISH INDIA & APOC LINE

(COMPANIES incorporated in ENGLAND)  
TO  
Straits & Burma, Ceylon, India, Persian Gulf,  
Australia, West Indies, Mauritius, East &  
South Africa, Red Sea, Egypt, Europe, etc.

SAILINGS FOR  
MARSEILLE & LONDON,

VIA STRAITS, COLOMBO AND PORT SAID.

S.S.	Leave Hong Kong about	Due Marseilles about	Due London about
"KRIYA"	1st November	3rd December	12th December
"NOVARA"	7th December	8th January	17th January

FOR ROMBAY VIA STRAITS AND COLOMBO.

DILWARA	7th October	due Bombay about 20th October
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FOR CALCUTTA VIA STRAITS AND RANGOON.

"ITOLA"	28th Sept. at 1 p.m.	21st Oct.
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FOR SHANGHAI, MOJI, KOBE AND YOKOHAMA.

KRIYA	Leave Hong Kong about 1st Oct. at 10 a.m.	due Yokohama about 14th October
GREGORY APOC	11th Oct.	29th October (Kobe)
"NOVARA"	7th Nov.	21st November

Wireless on all steamers.  
FOR PASSAGE RATES, HAND-BOOKS FREIGHTS, &c., apply to—  
MACKINNON, MACKENZIE & CO.  
22, Des Voeux Road Central, HONGKONG.

## OCEAN TRANSPORT CO., LTD. (TAIYO KAIUN KAISHA).

### FOR PORT SAID.

S.S. "TENSHO MARU"

will be despatched on or about 17th October.

For Freight and Particulars apply to DODWELL & CO., LTD., Agents.

### NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS  
with transhipment at CALCUTTA, in conjunction with the  
INDO-CHINA STEAM NAVIGATION CO., LTD.  
AND APOC LINE.

Callings from Hongkong.

For Freight & further particulars apply to DODWELL & CO., LTD., Agents.

### THE NANYO YUSEN KAISEIKA

(SOUTH SEA MAIL S. S. CO.)

Regular Service of Steamers Between Japan, Hongkong, Singapore,  
Batavia, Samarang and Sourabaya.

For JAVA PORTS.

For JAPAN PORTS

For Freight or Passage apply to DODWELL & CO., LTD., Agents.

### O. S. K. OSAKA SHOSEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON & ANTWERP—Monthly direct service via Singapore and Port Said.

CELEBES MARU ..... Thursday, 30th October.

ALPS MARU ..... End of November.

GENOA & BOMBAY—Monthly service. Taking cargo on through Bills of Lading with transhipment at Bombay to Co.'s steamer.

Buenos Aires—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

SEATTLE MARU ..... Middle of November.

BOMBAY & COLOMBO—Regular fortnightly service via S'pore.

SIAM MARU ..... Tuesday, 20th September.

NANKING MARU ..... Friday, 10th October.

SAIGON BANGKOK & SINGAPORE—Regular Monthly Service.

UNNAN MARU ..... Wednesday, 1st October.

SYDNEY & MELBOURNE—Monthly service calling at AUCKLAND, N.Z. andADELAIDE.

LUZON MARU ..... Beginning of October.

VICTORIA & VANCOUVER—Tacoma via Manila, Keelung, Shanghai, Nagasaki, Moji, Kobe, Yokohama & Yokohama.

CHICAGO MARU ..... Tuesday, 30th September.

MANILA MARU ..... Wednesday, 1st October.

KEELUNG via SWATOW & AMoy—These steamers have excellent accommodation for 1st & 2nd class cabin passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

HOKKE MARU ..... Sunday, 28th September.

TAIKAO via SWATOW & AMoy.

NOBU MARU ..... Thursday, 9th October.

JAPAN PORTS—Moji, Kobe, Yokohama & Yokohama.

For sailing dates and further particulars please apply to—

Y. YASUDA,  
Manager.

Tel. No. 744 and 745.

No. 1, Queen's Building.

### Koninklyke Paketvaart Maatschappij. (ROYAL PACKET NAVIGATION CO. OF BATAVIA).

THE Steamship

### "VAN WAERWYCK"

will be despatched on the 3rd October at 4 p.m. to—

SINGAPORE, PENANG and BELAWAN DELI.

This Vessel offers excellent Cabin-accommodation for Saloon-passenger.

Wireless Telegraphy.

For Freight and Passage apply to:

JAVA-CHINA-JAPAN LIJN,

Telephone No. 1674.

Agents.

## SHIPPING

### C. N. C. CHINA NAVIGATION CO., LTD.

#### SAILINGS SUBJECT TO ALTERATION.

FOR	NAME	TO	BY
WEIHAIWEI, CHEFOO, FEWCHWANG	KUENCHOW	Sept. 29, Daylight.	
SWATOW & BANGKOK	LIANGCHOW	Sept. 30, at 10 a.m.	
SHANGHAI	SHIYANG	Sept. 30, at Noon.	
MANILA, CEBU & ILOILO	TAMING	Sept. 30, at 3 p.m.	
SHANGHAI	SHIYANG	Oct. 1, at Noon.	

SHANGHAI LINE—PASSENGERS, MAIL and GORO. Excellent  
Saloon accommodation midships. Electric Light and Fans in Saloon and  
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai  
(twice weekly) and Tsin-tao (weekly), taking cargo on through Bills of Lading  
to all Yangtze and Northern China Ports. Passengers are landed in Shanghai,  
avoiding the inconvenience of transhipment at Woosung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,

Telephone No. 26.

AGENTS.

INDO-CHINA STEAM NAVIGATION CO., LTD.

#### PROJECTED SAILINGS FROM HONGKONG

#### SUBJECT TO ALTERATION.

FOR	NAME	To
SHANGHAI	WONGSANG	THURSDAY, Oct. 4, Daylight.
CHONGMING	FRIDAY	Oct. 5, Daylight.
TIENSIN	FRIDAY	Oct. 5, Daylight.
MANILA	FRIDAY	Oct. 5, at 3 p.m.
STRAITS & CALCUTTA	CHAKSANG	TUESDAY, Oct. 7, at 3 p.m.

CHAKSANG ..... WEDNESDAY, Oct. 8, Daylight.

KOBE ..... YATSHING ..... THURSDAY, Oct. 9, at 5 p.m.

MANILA ..... FRIDAY, Oct. 10, at 3 p.m.

STRAITS & CALCUTTA ..... LAISANG ..... TUESDAY, Oct. 14, at 3 p.m.

CHALCUTTA LINE—This line has now been re-organized and affords regular sailings to Calcutta  
via Singapore and Penang. All steamers proceed via Straits and Hongkong to Japan,  
occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with  
Electric Light and Fans and carry fully qualified Engineers.

SHANGHAI LINE—Service approximately every five days between Canton and Shanghai,  
steamers on this line have a limited amount of passenger accommodation, and through tickets  
can be obtained on the Canton route via Shanghai, Tsin-tao, etc.

MANILA LINE—A weekly service is maintained with Manila by steamer, with good passenger  
accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Service approximately weekly, for passengers and cargo, sailing at  
approximately the same time as the Indochina service.

SORRENTO LINE—One sailing per month between Hongkong and Sandakan by steamer having  
approximately the same time as the Indochina service.

KIANTHIN LINE—A regular service is run from March to October between Hongkong and  
Singapore calling at Weihaiwei and Chinkiang.

Under British Government Passenger Regulations, All European Passengers leaving the Colony  
for certain destinations are required to obtain a certificate of vaccination, plague and smallpox  
vaccination and description affixed thereto.

For Freight or Passage apply to—

JARDINE, MATHESON & CO., LTD.

THE ADMIRAL LINE.

TRANSPACIFIC FREIGHT SERVICE.

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.

(Calling at Shanghai and Kobe.)

"CLEN" ..... About October 11.

"ICONIUM" ..... About October 22.

"SCATTER SPIRIT" ..... About October 25.

"WHEATLAND" ..... About November 1.

"ENDICOTT" ..... About November 30.

"CREVECOEUR" ..... About December 20.

For PORTLAND direct.

(Calling at Shanghai and Kobe.)

"HARLAND" ..... About November 14.

"NISHIMARU" ..... About November 30.

"MONTAQUE" ..... About December 15.

Through Bills of Lading issued to Overland Common Points.

FOR FREIGHT AND PARTICULARS APPLY TO:

THE ADMIRAL LINE.

Telephones 2477 & 2478.

Fifth Floor, Hotel Mansions.

SOUTH AMERICAN LINE.

HONGKONG to VALPARAISO, via JAPAN, HONOLULU,

SAN FRANCISCO, SAN PEDRO, BALINGUEZ, BALBOA,

CALLAO, ARICA and IQUITO.

Sailings from Hongkong—Subject to change without notice.

Steamers Tons Leave Hongk

SATURDAY, SEPTEMBER 27, 1919.

## THE CHINA MAIL.

## SHIPPING

# P. & O.-BRITISH INDIA & APCAR LINES

(COMPANIES incorporated in ENGLAND)

MAIL AND PASSENGER SERVICES  
TO  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF, WEST  
INDIES, MAURITIUS, EAST AND SOUTH AFRICA, RED  
SEA, EGYPT, EUROPE, &c.

## SAILINGS FOR

## MARSEILLES AND LONDON.

S.S.	Leave Hongkong about	Due MARSEILLES about	Due London about
KHIVA NOVARA	1st November 7th December	3rd December 17th January	13th December 17th January

FOR  
BOMBAY via STRAITS & COLOMBO.

S.S.	Leave Hongkong about	due Bombay about
DILWARA	7th October	25th October

FOR  
CALCUTTA via STRAITS and RANGOON.

S.S.	Leave Hongkong about	Due Calcutta about
ITOLA	25th Sept. at 1 p.m.	31st Oct.

SAILINGS ALSO TO  
SHANGHAI, MOJI, KOBE AND  
YOKOHAMA.

S.S.	Leave Hongkong about	due Yokohama about
KHIVA GREGORY APCAR NOVARA	1st Oct. at 10 a.m. 17th Oct. 7th Nov.	14th October 28th October (Kobe). 31st November

Tickets Interchangeable.  
P. & O. Australian Tickets are interchangeable with the New Zealand Shipping Co. (via Panama) or by Orient Company.  
Passengers may travel by S.L.N. Company's steamers between Singapore and Calcutta or Madras in lieu of the section P. & O. Ticket Singapore to Colombo.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
All Cabins are fitted with Electric Fan free of charge.  
Steamers and Sailing dates are liable to be altered without notice.

## NOTICE TO CONSIGNERS.

Consignees are reminded of the necessity to apply to the Company's Agents regarding arrival of consignments expected of which they have received documents or advice.

Any damaged packages must be left in the Godowns for examination by the Consignee and the Company's Surveyors. Messrs Goddard and Douglas, at 10 a.m. on Mondays and Thursdays. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godown.

For further information, Passage Rates, Freight, Handbooks, etc., apply to MACKINNON, MACKENZIE & CO., 22, Des Vaux Road Central, HONGKONG.

Acknowledged.

E. HING & CO.  
LARGE STOCK OF SHIPBUILDING MATERIALS,  
viz. Steel Ship Plates, Angles and Bars.  
Also Shipchandlery Articles.  
Telephone No. 1116. 22, Wing Woo Street, Central.

N. Y. K.  
NIPPON YUSEN KAISHA.  
SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Manila, Shanghai & Japan ports.  
Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

KATOEI MARU ..... Tuesday, 14th October, at 11 a.m.  
SUWA MARU (Omitting Manila) ..... Saturday, 1st Nov., at 11 a.m.

LONDON & ANTWERP via Singapore, Malacca, Penang, Colombo, Suez, Port Said & Marseilles.

ATSUJI MARU ..... Friday, 3rd October, at Noon.  
SHIDZUOKA MARU ..... Friday, 17th October, at Noon.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

NIKKO MARU ..... Wednesday, 22nd October, at 11 a.m.  
AKI MARU ..... Wednesday, 19th November, at 11 a.m.

NEW YORK & HAVANA via Kobe, Yokohama, Mombasa, San Francisco, Panama & Colon.

SOUTH AMERICAN PORTS via Cape.

BOMBAY & COLOMBO via Singapore.  
SHINBYU MARU ..... Thursday, 9th October.  
TENSHIN MARU ..... End of October.

CALCUTTA & RANGOON via Singapore & Penang.

TSURUGA MARU ..... Saturday, 4th October.  
YAMAGATA MARU ..... Friday, 24th October.

JAPAN PORTS Nagasaki, Kobe & Yokohama.

AKI MARU ..... Saturday, 18th October, at 11 a.m.  
TANGO MARU ..... Saturday, 23rd November, at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.

KAIFUKU MARU (Omitting Shanghai), 24th September.  
TENSHIN MARU ..... Thursday, 1st October.

YOKOHAMA MARU ..... Thursday, 2nd October, at 11 a.m.  
HOSEI MARU (Omitting Shanghai) Friday, 3rd October.

EXTRA SERVICES (Marseilles, Liverpool, Antwerp, etc.)

TSUYAMA MARU (Marseille & Liverpool) Thursday, 2nd October.

WAKASA MARU (London, Antwerp & Rotterdam) ..... Thursday, 9th October.

DELACLA MARU (London, Antwerp & Rotterdam) ..... Middle of October.

TOYOOKA MARU (Marseille & Liverpool) ..... End of October.

For further information apply to—

NIPPON YUSEN KAISHA.

S. YASUDA, Manager.

TELEPHONES Nos. 292 & 293.

(NOW RECONTRACTED)

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.

Shipyard: Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1919.

THE KWONG HIP LUNG CO., LTD.

## (NOW RECONTRACTED)

ENGINEERS and SHIPBUILDERS, BOILER MAKERS, BRASS and IRON FOUNDERS. All work done in this establishment is guaranteed. We have over thirty years' experience. We own two Slipways and can accommodate any craft of 200 feet long.

Town Office 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 459.

Shipyard: Shum-Sui-Po, Kowloon, HONGKONG. Telephone No. 9.

Estimates furnished on application.

WONG PING WA, Manager.

Hongkong, April 1, 1919.

## VESSELS ADVERTISED AS LOADING

DESTINATION.	VEHICLE'S NAME	FOR FREIGHT APPLIED TO	TO BE DISPATCHED
San Francisco via Shanghai & Japan, &c.	Toyo Kisen Kaisha		On 2nd October.
San Francisco via Shanghai, Japan &c.	Toyo Kisen Kaisha		On 2nd October.
San Francisco via Shanghai, Japan &c.	Pacific Mail S.S. Co.		On 8th Oct., at Noon.
San Francisco via Shanghai, Japan &c.	Pacific Mail S.S. Co.		On 11th October.
San Francisco via Shanghai, Japan &c.	China Mail S.S. Co., Ltd.		On 1st November.
Nanking	China Mail S.S. Co., Ltd.		About 14th Oct.
Okinawa	The Admiral Line		On 30th Sept.
Seattle, Tacoma, Victoria & Vancouver	Oceania Steamship Co.		On 1st Oct.
Victoria, Vancouver, Seattle & Tacoma	Oceania Steamship Co.		On 1st Oct.
Chicago Maru	Oceania Steamship Co.		On 1st Oct.
Seattle, Tacoma & Victoria	Oceania Steamship Co.		On 1st Oct.
Empress of Asia	Oceania Steamship Co.		On 1st Oct.
Vancouver via Shanghai, Japan &c.	Gibb, Livingston & Co.		Early of Nov.
Asian Ports via Manila	Batavia & Swire		On 30th Sept., at 3 p.m.
Manila, Cebu & Iloilo	Nippon Yusen Kaisha		On 2nd Oct., at 11 a.m.
Australian Ports via Manila	Batavia & Swire		On 4th Nov.
New York via Panama	Toyo Kisen Kaisha		About 14th Oct.
Portland	Batavia & Swire		On 1st Nov.
The Admirals Line	Toyo Kisen Kaisha		On 1st Nov.
Calcutta, Rangoon & Bangkok	Canadian O.S. Ltd.		On 1st Oct.
Calcutta, Rangoon & Bangkok	Canadian O.S. Ltd.		On 1st Oct.
Calcutta, Rangoon & Bangkok	Gibb, Livingston & Co.		On 1st Oct.
Calcutta, Rangoon & Bangkok	Jardine, Matheson & Co., Ltd.		On 1st Oct., at Noon.
Calcutta, Rangoon & Bangkok	Batavia & Swire		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
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Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
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Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Toyo Kisen Kaisha		On 2nd Oct.
Calcutta, Rangoon & Bangkok	China Steamship Lines		On 2nd Oct.
Calcutta, Rangoon & Bangkok	Oceania Steamship Co.		On 2nd Oct.

## IN FORMA PAUPERIS DE LUXE.

## FREE LEGAL ADVICE.

The fact of financial embarrassment need not prevent justice being done any longer in New South Wales. The provisions of the Poor Persons' Legal Remedies Act, passed by the State Parliament last year, have been brought into operation and a special department established to administer the Act, which makes provision for free legal aid to persons without sufficient money who have good grounds for their proposed action. An applicant who "wishes to make advantage of the Act will have to submit his case to the department, which will investigate the facts. If no action is taken permission to proceed with the case will have to be given by a Judge. In approved cases the matter will be sent to one of the firms of solicitors who are prepared to act under the scheme, and a barrister will also be retained. The case will then go on in the ordinary way. A similar scheme has been in operation in Scotland for 400 years, and another came into operation in England just prior to the war. Provision is made in the New South Wales scheme for conciliation with the object of avoiding litigation. To avoid abuse all obviously improper cases will be eliminated in the first instance. It is not a scheme to give free legal advice, but to give poor people legal assistance when they have a case fit to go before the Court. Mr. Sprout, who has been selected to administer the department, has had a long and varied legal experience, and the appointment should be a happy one.

## LUTON RIOTS.

Rioting charges were withdrawn recently against ten defendants charged also with larceny from demolished shop premises, so that they could be dealt with summarily. Seven were women or girls, and the Town Clerk said this step must not be misunderstood as a sign of weakness. It sprang purely from a desire to end the women's suspense. For the defendants it was urged that they bore excellent characters with one exception, and should be treated not as criminals, but as people who lost their heads under stress of excitement. Fines were imposed ranging from £5 and costs to 40s, amounting in all to £35.

The magistrates were thanked for the merciful sentence under the circumstances.

Bail was refused George Goodship, stated to have served twenty-seven years in the Navy, and alleged to have been the first person to call upon the crowd to rush the Mayor and get him into the crowd and the first to enter the Town Hall when it was raided.

The defending solicitor said he had the most extraordinary character in the Navy receiving "very good" in twenty-five years of twenty-seven. He had the South African and China war medals and the Mons star, and with such a remarkable record could only have forgotten himself and been carried away by the crowd's excesses.

The Town Clerk said he could not understand a man with such a character wanting to get at the Mayor. He was not one of the roughs, and ought to have kept a steady head.

Mr. Lathorn made an eloquent appeal for reconsideration, but it was unavailing.

Five charges were preferred against Frederick John Plater, labourer, who was accused of leading attacks on the fire engine and assaulting the brigade second officer. A number of witnesses spoke to seeing Plater, in a clerical coat, collar, and hat, get on the fire engine and urge the crowd to follow. The chief officer threatened him with an axe, and Plater then led the crowd in obstructing the engine. Four lengths of hose were stolen, and the defendant was subsequently seen in possession of some hose.

## NEW VENTURE F T.K.K.

We learn that the Toyo Kisen Kaisha is now starting new activities in view of various schemes on the part of the N.Y.K. and O.S.K. The T.K.K. has recently ordered from the Asano Dockyard the construction of three 8,500 ton freight steamers, which are expected to be completed next spring. Three more 11,000 ton ships have now been ordered from the Mitsubishi Yard at Nagasaki and the Asano Dockyard. It is said that these latter steamers will be delivered towards the end of next year.

## GLOOMIER THAN EVER.

## DEAN INGE ON THE OUTLOOK.

"It is hardly possible to paint the prospects of civilisation in too dark a colour," said Dean Inge, preaching at St. Mary Abbots' Kensington, last month. "We have lost our cherished delusions," he continued, "our belief in progress and our hope that civilised man was less cruel and treacherous than the Great Powers of this, was the declaration of President Wilson in his speech here on his circuit tour.

In five years of war the world was poorer by the loss of eight million young and vigorous men. Wealth and credit had been destroyed to an extent we failed to realise. "We are leaving to our children," he said, "the inheritance of a bankrupt. Besides this material loss we have to lament the abolition of all honourable conventions which regulated the intercourse of nations in war as well as in peace. International law has for the time being ceased to exist."

"We have lost, for the time being, all examples of one of the greatest types of Government and strong monarchy. Democracy is everywhere threatened by anarchism operating through strikes. In my opinion the age of industrialism, which began about 150 years ago, has received its death wound. If it goes, the great cities it has dotted over Europe will have to go too, and we cannot guess what will become of our inhabitants."

The war had given a stimulus to superstition. There had been a recrudescence of necromancy which had been marked in the so-called leisured classes, but he saw no reason why the real Christianity should lose any of its hold on the nation in consequence of the war. The conditions were favourable for a great religious revival in which Liberal churchmen would have an important part to play.

At the present time there were hundreds of Nonconformist ministers who were seeking to enter the ministry of the Church of England, although they were discouraged rather than encouraged by bishops. Their main wish was to belong to a free church, and it was the establishment and the comparative independence enjoyed by Anglican incumbents which attracted them.

"Want of character even more than want of intelligence," said the Dean, "was the reason why all schemes of human Government refused to work. Any man living in voluntary poverty does more to recommend Christianity than 20 comfortable rhetoricians who waxed eloquent about the iniquities of the rich and the rights of the poor."

## RUBBER IN CHINA AND JAPAN.

It is reported from Shanghai that a group of Chinese capitalists there, with the help of a Chinese rubber expert, who formerly worked with a German rubber factory, are now making arrangements for the establishment of a rubber company with a capital of 50,000 Yen, the necessary machinery being already ready.

Although the capital is small at the outset, the company expects to

gradually expand its funds, so as to satisfy the domestic demand for rubber, manufacturers in competition with foreign manufacturers.

The prospects of the scheme are believed to be exceedingly bright in view of the fact that it will be the first Chinese rubber factory, and all the domestic needs have hitherto been supplied by foreign countries.

Exports of "rikisha" tubes and tyres by the Durlop Rubber Company of Kobe to China, mostly to Shanghai, amount to large figures every month and it is said that the China market for superior goods is almost monopolised by this firm, which makes use of the advantages of propinquity which it enjoys by a prompt substitution of any articles found defective even after prolonged use.

This practice earns a reputation for which, so far, none of the Japanese companies compete. Although the Japanese exports to China are large, therefore, they do not have the success which reliability entails.

In view of the great increase in the Chinese demand for rubber of late, which is said to be the main reason of the projected flotation of the Chinese rubber company, many

Japanese capitalists are now paying attention to the possibility of floating such ventures in China, as in the case of spinning ventures.

## LEAGUE OF NATIONS AND CHINA.

## PRESIDENT WILSON AT SAN FRANCISCO.

## A GUARANTEE REGARDING SHANTUNG.

San Francisco, Sept. 17.—That Chinese integrity would be protected by a new international policy under the League of Nations and that he had had assurances from all the Great Powers of this, was the declaration of President Wilson in his speech here on his circuit tour.

Japan had given her promise to

the Great Powers to return Shantung to the Chinese, he asserted, and the powers intended to see that this promise was fulfilled under the League organization.

The President said that he had asked his colleagues specifically at Versailles whether they meant to inaugurate a new policy toward China and they told him they did. Far from being detrimental to China's interest, the President declared, the "Empress of Ireland," brought an action against the "Storstad," whose owners filed a counterclaim against the company. While the proceedings were pending in the Admiralty Court in Canada the "Storstad" was sold and the proceeds of the sale—\$175,000—deposited in court. Ultimately the suit arose out of the loss of the "Empress of Ireland" on May 29, 1914, after a collision in the Gulf of St. Lawrence with the Norwegian steamer "Storstad." There was greatness of life. The Canadian Pacific Railway Company, as owners of the ship, brought an action against the "Storstad," whose owners filed a counterclaim against the company. While the proceedings were pending in the Admiralty Court in Canada the "Storstad" was sold and the proceeds of the sale—\$175,000—deposited in court. Ultimately the suit arose out of the loss of the "Empress of Ireland" on May 29, 1914, after a collision in the Gulf of St. Lawrence with the Norwegian steamer "Storstad." There was

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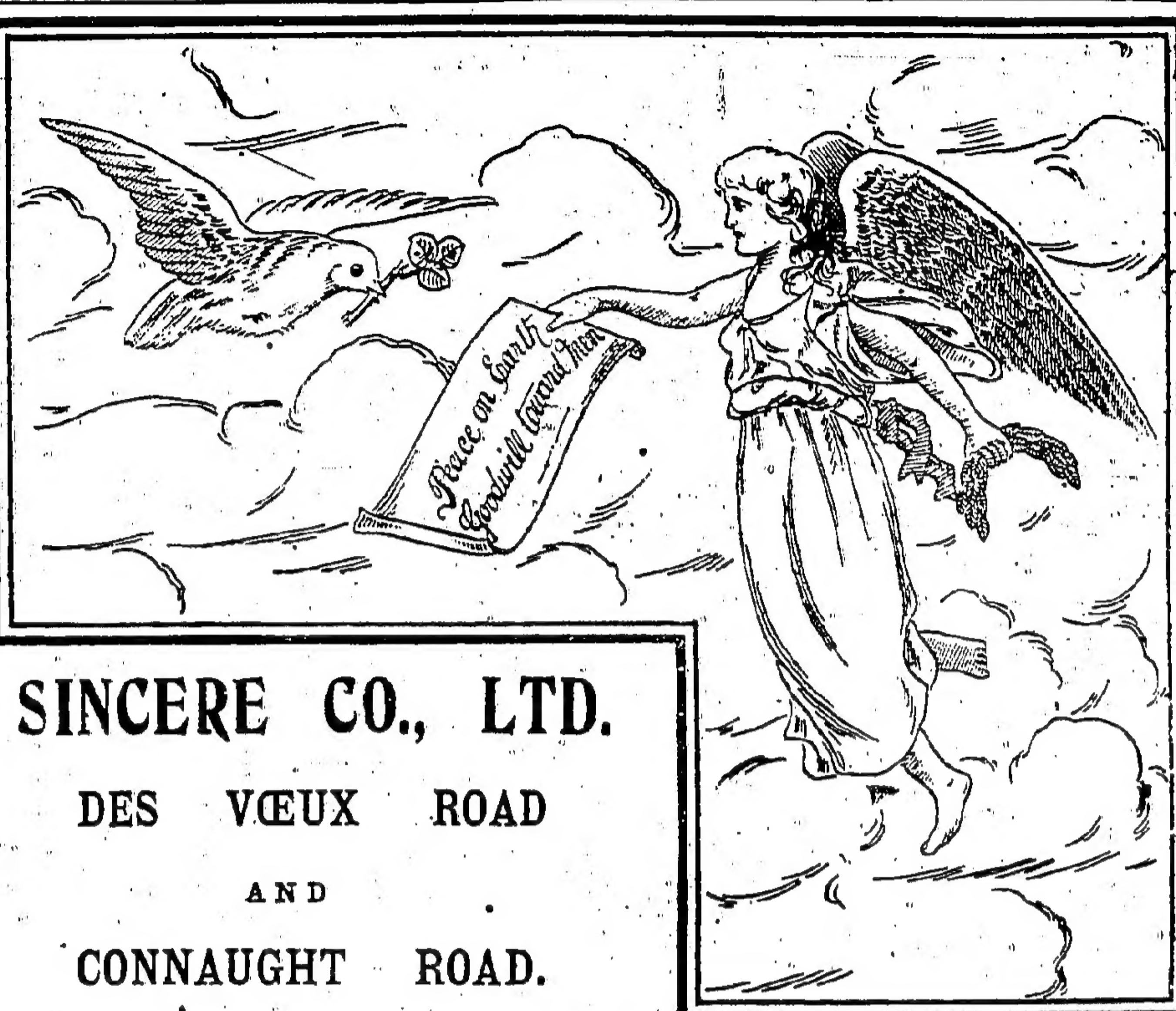
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## NEWS FROM HOME.

### GETTING OVER IT.

(From Our Own Correspondent.)

LONDON, July 25.

After the peace celebrations we are experiencing something like the feeling of "the morning after the night before." We realise suddenly that we must now get to work—and we are not by any means enthusiastic about it. The trouble is that while we are thus yawning and "thinking about it" our competitors in commerce, especially the Americans and Belgians, are up and doing. Their quotations are lower; in many instances, than our home-made goods and their production is better.

No doubt we shall be over this phase before long, but I am afraid we shall have to suffer a bit before the cure comes. As present we are grumbling instead of acting. We talk of high prices without setting out to cure the causes. Wages won't be lower till the cost of living comes down; the cost of living can't come down until the currency is deflated; the currency can't be deflated until the exports exceed the imports; this cannot be done until there is greater production.

Everything, therefore, rests on production—and that is exactly where the workers at present don't see beyond the end of their noses. Herbert Smith, the miners' leader in Yorkshire, tosses his nose in the air and admits that the proposals made on piece rates to end the strike are fair and acceptable—but he does not call the strike off because so far the owners have not come "cap in hand" to sue for an agreement. And so the people of Yorkshire suffer, industries crumble, wages are damaged most grievously, and a million and a half of wages are lost to the people. Sanity, as I have said before, will return in time.

AN IMPRESSIVE SCENE.

London has had plenty of spectacles lately, but Sunday showed perhaps the most impressive of them all. Scores of thousands of discharged soldiers and sailors, some home, some in civvies, marched from the Embankment to Hyde Park to a drumhead service in honour of their brave companions who made the great sacrifice. It was a most affecting sight to see them passing the Lutyens Cenotaph to the "Glorious Dead" in Whitehall. Their bands played laments as they reverently saluted, and laid floral tributes at the base of the monument. To add to the poignancy of the scene, many widows, mothers and children who had lost their men-folk on one or

other of the many battlefields took part in the ceremonies. Ordinary passers-by who heard the Irish pipers playing their "wail lament for the fallen" were moved to tears. But the prevailing note at the service was one of triumph and pride—pride that the race had not proved degenerate but had "stuck it out" till victory turned on British banners.

QUIET ACTIVITY.

While the price of coal—it will soon, I fear, go up another three or four shillings a ton, making it 55/- to 56/- a ton for the best—and all sorts of barriers are raised against the resumption of the full flow of our commerce, there is nevertheless a great deal of activity under the surface. Government regulations against new financial issues having now been relaxed, prospectuses are floating out like leaves on the autumn breeze. And, besides that, there is a tremendous rush on the part of firms who are registering as companies to take advantage of the limited liability act. Most of these are not asking for any money at all—they are consolidating their own position in their private circles.

In all localities, also, there is a great rush to take shops and start business. In the district where I live there are scores of shops that for years before the war had stood unoccupied, except for brief and unsuccessful periods. Now they are almost all tenanted by discharged sailors and soldiers. Many, I fear, will have a hard time of it; but they will fight as hard as trade—as they did in the trenches, for they have made up their minds that they will not be "lured men" again if they can help it.

Others, having tasted in camp and field the blessings of the open life, are all for a small holding. To meet this demand local councils are buying farms and splitting them up for ex-soldier cultivation. High prices are being paid, so there will have to be wool and enterprise to make it pay.

Others again are planning to take advantage of the schemes that have been prepared for settlement on homesteads overseas. They have taken unto themselves wives, and it is remarkable the number of town-bred, professional girls who have now acquired a certificate of efficiency in farm and domestic work in order to go out to Canada or Australia to help some discharged soldier make the land blossom as the rose.

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his income tax has risen to staggering heights and threatens to go higher still.

The food question and the clothing question are infinitely difficult now that the Central Powers and everybody else is in the market again for raw materials.

There is a wild competition for raw materials. Even the Balkan mounds that have been stripped bare

of currency are managing to restore their trade on the basis of barter of commodities. Switzerland, being in the heart of Europe, is doing excellently well out of this form of trading.

The profiteer is plying his nefarious ingenuity to some purpose and nobody seems able to get a halter round him. Take wool, for example. The Government removed the control from wool and let the auctions start again, and in addition released supplies accumulated in Governmental lands during the war, at fixed prices, to an estimated quantity twenty-five per cent. above the normal demands of the nation.

The idea was to ease the market and let the sorely-tried ultimate consumer get a taste of the benefit. Has that poor simpleton got his benefit? Not a copper. The profiteer has roped in every bit of it, and apparently nobody can tell exactly "under what tangle is the papa." Clothes are going up every day and for inferior quality we are now paying about double and triple what we paid before the war.

"Further, we shall have to stick to our food ration books and coupons for at least another winter. Certainly not before the end of next summer are we likely to have any material easing of the claims on our purse, and even then it will be dependent on the extent to which we all buckle down to work again, without the losses incidental to strikes and disorders. It would not be at all surprising if one result of this condition of things were to be closer attention to the resources and labour advantages of China. The difficulties of development would not appear to be greater than the difficulties that exist in other directions on this side of the world."

THE ALIEN QUESTION.

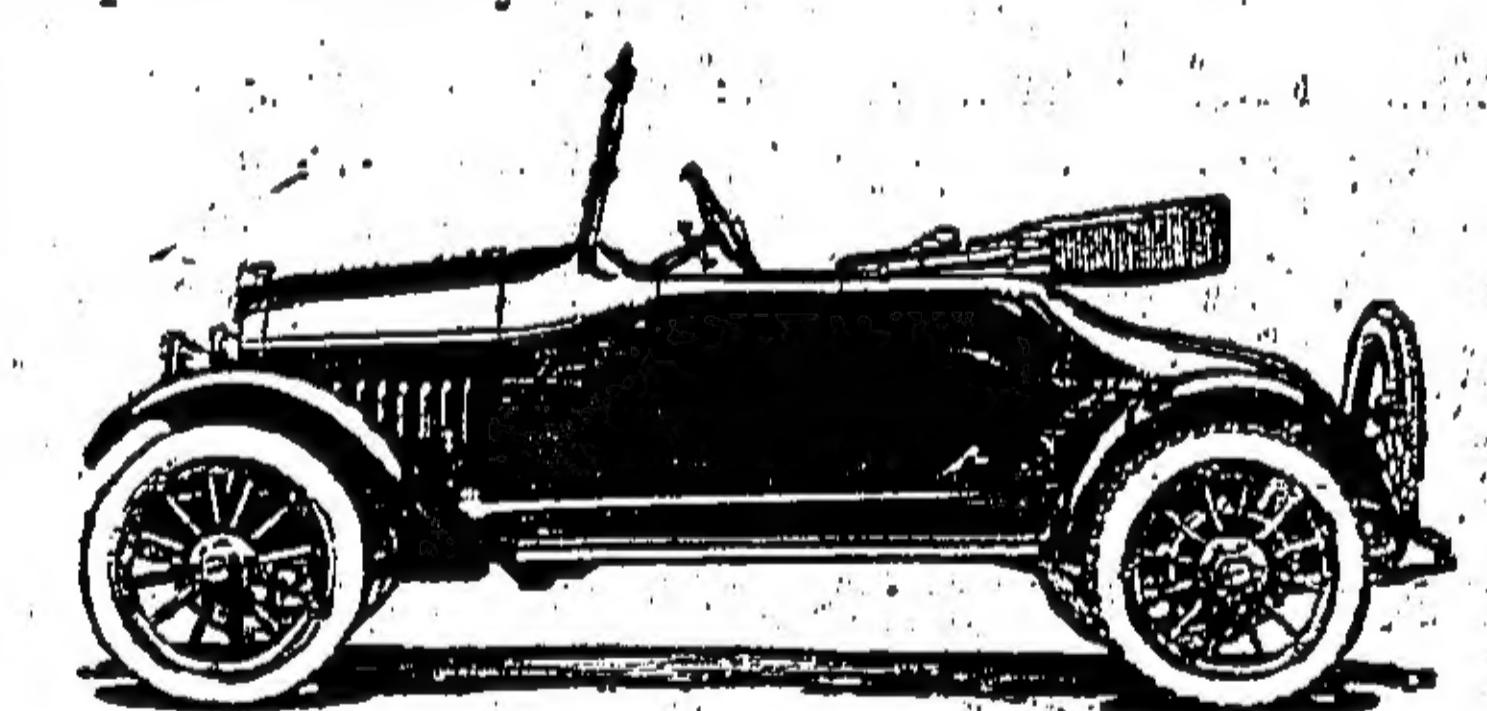
With the resumption of trade with our enemies there is less talk about alien restrictions. No doubt their bigmen will soon be arriving here dropping friendly expressions and pretending every serial quality. But it will take a long time for us to overlook the lapses of the Hun and so these bigmen will need all their unctuous smiles.

There is deep feeling against the employment of aliens, and the re-

## MAXWELL CARS.

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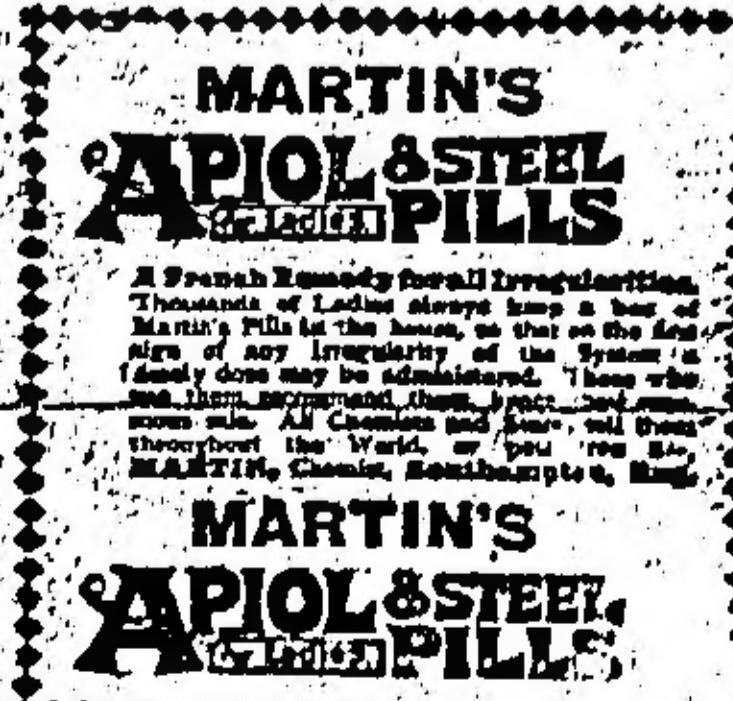
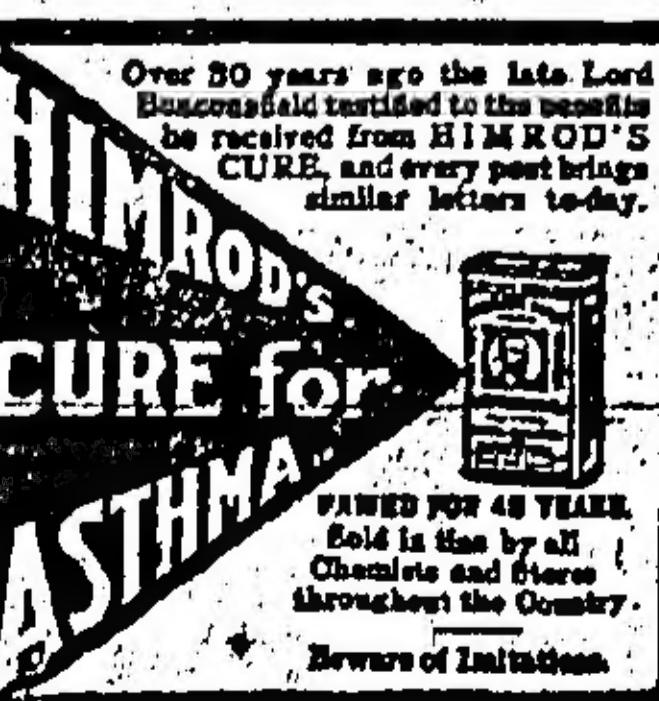
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(Continued on page 10.)

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White Wire Wheels and Cord Tyres.

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**ELGIN SIX**

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**Tel. 482. DRAGON MOTOR CAR Co. Tel. 482.****THE FAR EAST BUILDING CO.****CONTRACTORS AND BUILDERS.****REINFORCED CONCRETE SPECIALISTS.**DEALERS IN BUILDING MATERIALS AND ALL  
SANITARY FITTINGS, ENAMEL & PORCELAIN.EVERY DESCRIPTION OF CONSTRUCTIONAL  
WORK UNDERTAKEN.OFFICE and SHOWROOM: 8 Beaconsfield Arcade,  
(Opposite CITY HALL). Telephone 3082.**NEWS FROM HOME.**

(Continued from Page 9.)  
sentiment is keen that the Government is returning certain officials of whom origin: Sindbadly there is much good feeling for Mr. Gordon Stewart, M.P., well-known in your part, who has secured from the Ali. C. Restriction Committee the acceptance of a provision whereby the Home Secretary shall not permit any alien to assume any British name haphazard. The member for Wormald is no doubt secretly being studied by the Schmidts and Schnelders who would become Smiths and Taylors, or the more ambitious Schlessingers who used boldly to annex the ancient names of Sinclair or Gordon.

Financial quarters, for reasons of their own, may retain a soft corner for the moneyed alien, but the mass of the people will look askance during this generation at least at any representative of the race that defiled Europe during five years with bloody deeds and unspeakable villainy.

**FRENCH'S SHIPPING  
PROGRAMME.**

Our own output of ships has neither improved of late. But shipping circles continue to watch American activities with interest, and a fresh subject for discussion has arisen in the statement of the French Minister, M. Clavelé, that France proposes to lay down immediately over one and a half millions of new tonnage, and to follow this up with further expansion, so that by 1922 or 1923 France should possess a merchant marine aggregating 5,000,000.

The motives for this ambitious shipbuilding programme are manifold. France, whose mercantile fleet suffered losses almost as heavy as our own during the late war, has been much upset by the abrupt termination of the intertidal agreement regulating freights, which will entail for her an additional and heavy overseas carriage bill to be paid to other ships than her own. Her African territory has been appreciably augmented by the Cameroons and Togoland; she proposes to supplement her friendship with the new Eastern States of Europe by means of a large export trade. Finally she is hoping to develop a great trade with the Levant. These are good enough reason for her proposed great merchant fleet, which, as the French are hoping, will never allow itself to be overtaken and surpassed by Germany.

**MOTOR CAR CRIMINALS.**

One feature of the criminal aftermath of war is the way motorcars are being stolen or are being used in crime. This is directly traceable

to the training thousands of men received in the war in the handling of cars. Scores of cars, left unattended outside hotels or houses for a short time, have been driven off by apparently authorised drivers, never to be seen again. A skilful gang can distribute such cars very speedily, alter their appearance and numbers and dispose of them before the police can trace them.

Thieves also can drive up to, or adjacent to, the premises where they intend to operate, load up their stolen goods and get clear in a very short time. They are nothing like likely to be hunted up and examined as the slower horse-drawn vehicles.

But in the last two or three weeks there has been a fresh turn to motor crimes. In at least three cases the bandits have fought the rightful owners for possession of the car and in the end have pitched the latter overboard into the street while the car was being driven away. The price of cars is now so high that they are a tempting object for the unscrupulous.

**THE CENTRE PARTY.**  
Winston Churchill's speech the other day, at a gathering of men of both wings of the House, continues to excite the politicians. When you see Tory brewers in the same gathering as erstwhile producers of "rare and delicious fizz" from Rudier pomegranates it gives you furiously to think. The great puzzle of the moment is how far Lloyd George is committed to it. If the speech was given with his sanction it looks as though he meant to put himself at the head of a new Centre Party—in other words that he had delivered himself over to the reactionaries. If he is not committed to it, then Churchill himself has ambitions to lead this new party and intends to use it as a buffer against Labour.

The answer to this is not yet. But this much is clear—the internal divisions of the party must be more clearly shown in the near future. Ireland and Labour questions will be sure to divide members more sharply than matters which concerned the pursuit of the war. We shall see more marked lines of cleavage in the next few months, and quite likely there will be a general election in the Autumn, for the present House does not in the least represent the country, having been elected in a snap election held while hundreds of thousands of voters were absent and the rest were profoundly apathetic as to ordinary political questions. The great problem for many M.P.s to-day is whether it will be safe to trust his progressive sentiments and remain Radical or even Labour, or whether he should ally

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**MIDLOTHIAN ROLLED OATS**

A clean, tempting food, giving stamina unequalled for Breakfast.  
A GENTLE FOR LEA & PERRINS' WORCESTERSHIRE SAUCE  
AS THE BEST PREPARATION OF OATS

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**Chlorodyne**

THE ORIGINAL AND ONLY GENUINE.

The old Remedy known for:  
**COUGHS, COLDS,  
ASTHMA,  
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DIARRHEA, DYSENTERY, and CHOLERA.  
Chlorodyne is a liquid taken in drops graduated according to the malady. It invariably relieves pain of whatever kind; creates a calm refreshing sleep; allays irritation of the nervous system when all other remedies fail; leaves no bad effects; and can be taken when no other medicine can be tolerated.

CONVINCING MEDICAL TESTIMONY WITH EACH BOTTLE.

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## CREDULOUS ALBION!

## FRENCH COMMENT ON SCAPA FLOW.

My friend the old Parisian, straight and thin, with his grey turned-up moustache, his straw hat at a conquering angle, came out of a tobacconist's shop near the Madeleine, pinching a cigar near his ear: "Three francs (2s. 6d.), and it is not dry!" he told me, with a grimace.

"Terrible!" I reply. Then all at once: "What do you think of the sinking of the German fleet at Scapa Flow?"

He remained silent a second; then a mischievous smile invaded bit by bit his clouded face. "Do you want the 'truth'?" he asked. "Ah, well, first of all, I am very glad the French were not in charge of this fleet. After the anti-German manifestations at Versailles it would not have been forgiven us. Our poor Queen would have caught it nicely! What accusations of incompetence and carelessness! Whereas the British Fleet has such broad shoulders—it is an international creed—and has given such proofs of being the greatest in the world. Love one's neighbour as one may, one prefers that the blunder should be his."

"But, talking of blunders," I asked, "what do you think of that of the Germans?"

"Kolossal! They never missed a chance of making one. Well, that will make it easier for them to be admitted to the League of Nations! They have a strange way of showing their good faith and good will. As a recommendation for membership it is the very thing. Had they done it at the moment of their surrender, had their admiral imitating our Vengeur, blown himself up with his crew—very good! Or let us even suppose they had waited six months and then at the last hour, having lost all hope, they had sunk themselves together with their condemned fleet—there would have been in that something of Roman heroism: they would have made a less sorry figure in history."

"They are not even splendid bandits, but mere common thieves who destroy what is not their own, and once more they have perjured themselves. Could there be anything more miserable than the excuse of von Reuter—insolence united with dishonesty? That is Germany!"

CENTURY-OLD ERROR.

"We have known them as such a long time now!" I said.

"Do you think so? If we have, our good friends the English have not, at any rate. After so many disastrous experiences, after having been deceived, wronged, and cheated an endless number of times, they have not yet learned their lesson: they still believe in the word of the Boches—in their honour. There were three small boats to watch over this big fleet of pirates, and at such a critical hour, too! What delightful and refreshing confidence! So delightful that ill-intentioned people will always be found among us to pretend that the British Navy did it on purpose to get out of an anxious problem. Que veulent vous? Here we often mistake for a calculated plan what is only due to an excessive candour. Always the same century-old error. Perfidious Albion! No, not perfidious but credulous, too credulous! Albion! Bah!"—From the French of Andre Viollet.

## HONGKONG STOCK EXCHANGE.

HONGKONG, 26 SEPTEMBER, 1912.

## OFFICIAL QUOTATIONS.

	11 A.M.
Hongkong Banks	807000.
MAINS INSURANCE.	
Canton Ins.	8440 b.
North China Ins.	1,220 b.
Union Ins.	8320 n.
Yearbook Ins.	8370 n.
Far Eastern	7,83 b.
FIRE INSURANCE.	
China Fire Ins.	8128 n.
Hongkong Fire Ins.	8345 b.
SURENESS.	
Douglas	893 n.
H.K. Steamboats	8144 n.
Indo-China (Pres.)	838 n.
Do. (Oct.)	8166 n.
Shell Transport	175 n.
Star Ferries	834 n.
RAILWAYS.	
China Sugars	8177 n.
Malabon Sugars	846 n.
Mines.	
Kai Lan Mining Adm.	701 b.
Lantau	T 21 n.
Shanhai Loans	8123 b.
Shai Explorations	810 n.
Tronch Mines	830 b.
Ura Captain	876 n.
DOCKS, WHARFS, GODOWNS, &c.	
H.K. Wharfs	8164 b. 110 n.
H. & W. Docks	8165 b. 123 n.
Shai Docks	8123 b.
New Engineering	T 31 b.
LAND, HORSES & BUSINESS.	
Central Estates	8187 n.
Hongkong Hotels	8150 n.
Hongkong Lands	8190 b.
Humphreys	88,40 b. 8,40 n.
Kowloon Lands	846 n.
Land Reclamation	8175 n.
West Points	830 b. 83 n.
COTTON MILLS.	
Two Cottons	T 375 b.
Kang Hsia	T 342 b. 34 n.
East King Mills	T 250 n.
Oriental	T 190 n.
Shanghai Cottons	T 240 b. 240 n.
Yangtzeop	T 173 b. 171/2 n.
MISCELLANEOUS.	
Cements	87,90 n.
China-Borneo	8124 n.
China Lights	Old 87; New 84 n.
China-Providents	832 s.
Dairy Farms	834 n.
H.K. Electric	824 n.
Macao Co.	834 n.
Hongkong Ropes	830 b.
H.K. Tramways	832 s.
Peak Tramways (Old.)	87 s.
do. (New)	830 n.
Steam Landings	8104 b.
H.K. Steel Foundry	8104 b.
Water-boats	814 b.
Watsons	86 b.
Powells	812 b.
Wiemans	839 b.
CHRONIC DIARRHOEA.	
A	RE you subject to attacks of diarrhoea? Keep it absolutely quiet for a few days, rest in bed if possible, be careful of your diet and take Chamberlain's Colic and Diarrhoea Remedy. This medicine has cured cases of chronic diarrhoea that physicians have failed on, and it will cure you. For sale by All Chemists and Storeskeepers.

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## EXCHANGE.

Hongkong September 26, 1912.

On London.

Bank: Wire ... 4/2

" 2 day sight ... 4/2

" monthly sight ... 4/2

Credit 4 months' sight ... 4/2

Documentary, 4 months' sight 4/2

On Paris

On demand ... 4/2

Credit 4 months' sight ... 7/70

On New York

On demand ... 88

Credit 60 days' sight ... 88

On Egyp...

Wire ... nom.

On demand ... nom.

On Calcutta ... nom.

On demand ... nom.

On Sing-pore ... 177

On demand ... 150

On Shanghai ... nom.

On demand ... nom.

On Tokhukai ... 171

Gold Leaf, 100 fcc (per tael) ... 33

Sovereigns (Bank's buying rate) 4.70 n.

Silver (per oz.) ... 638

SUBSIDIARY COINS.

Hongkong 50 centia sub ... 83 7 p.m.

" 10 " ... 83 7 p.m.

" 5 " ... 83 7 p.m.

Chinese coins ... 9 2 p.m.

Bar Silver in Hongkong ... 8 2 p.m.

Chinese Copper Cash ... 8 2 p.m.

Rate of Native Interest ... 71 2 p.m.

Chinese Suh Coin ... 8 2 p.m.

Hongkong Sub. Coin ... 8 2 p.m.

WISDOM.

## BANKS.

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$14,000,000

RESERVE FUNDS ... \$14,000,000

Sterling ... \$14,000,000

Silver ... \$1,000,000

BANKS.

RESERVE LEIANT OF CHINA ... \$14,000,000

PROVISIONS ... \$14,000,000

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Mr. C. A. Alpert Mr. H. Kahn  
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Mr. E. van Dijk Capt. and Mrs. C. A.  
Mr. J. A. Douze Richmond and  
children  
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Miss Duftland and Mr. and Mrs. G. D.  
child Riedel  
Mr. G. C. Elan Mr. E. E. Elan  
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## LIST OF PASSENGERS.

## ARRIVED.

September 25.

Per R.M.S. *Empress of Asia*—Miss F. Alexander, Mr. G. H. Borstang, Mr. C. M. Burrell, Mr. H. Clapp, Mrs. G. Edwards, Miss V. Froberty, Mr. A. G. Gordon, Mr. and Mrs. W. F. Hamilton, Miss G. Hume, Mr. and Mrs. J. J. Harrington, Mr. W. J. Hutchesson, Mr. C. C. Ind, Mrs. T. L. James, Mr. and Mrs. C. U. Knox, Mrs. W. L. Lee, Mr. and Mrs. W. H. Lewis, Mr. McPhee, Mr. Montgomerie, Mr. Nicoll, Mr. A. R. Nowell, Dr. Anna M. Otto, Mr. and Mrs. Chas. Price, Mr. C. Peterson, Dr. Mary Roberta, Mrs. A. Ritchie, Mr. P. Silver, Miss K. Tucker, Miss M. Wyman, Mr. and Mrs. D. J. E. Farmer, Mr. Wm. Farmer, Mrs. A. L. Ammen, Mr. E. Arambula, Mr. and Mrs. J. A. Connor, Mr. J. Q. Capisipin, Mr. P. D. Degruhem, Mr. A. Fraser, Mr. and Mrs. E. O. Gurney, Mr. and Mrs. Geo. Harris, Mr. and Mrs. F. Karl, Mr. R. M. Kelsey, Mr. A. S. Moes, Mr. Justice and Mrs. P. H. Mori, Mr. and Mrs. C. H. McClure and infant, Mr. A. Montinola, Mr. and Mrs. J. J. Oliver, Mr. M. Ott, Mr. Olcott, Mr. T. Poole, Mr. R. Brunton, Mr. R. Scanlan, Dr. and Mrs. D. P. Cadell, Mr. M. H. Day, Mr. W. R. Finch, Miss S. O. Farrell, Dr. Wm. M. Hardy, Miss A. Hamilton, Rev. and Mrs. Jenkins, Miss E. B. Jupp, Mr. W. R. Jones, Mr. Y. Lee, Mrs. J. de Lynch, Miss L. Mayer, Mrs. S. Mason, Mrs. J. V. Maxwell, Mr. R. A. Nichols, Mr. and Mrs. W. von Norman, Mrs. A. B. Palmer, Capt. Paul, Mr. and Mrs. A. P. Reichel, Miss M. M. Rust, Mr. and Mrs. J. L. Martin, Rev. J. K. Temple, Mr. L. M. Whyte, Mr. W. L. Wright, Master D. J. Farmer, Miss N. Allan, Mr. F. W. Ashurst, Mr. V. Brown, Mr. T. A. G. D. Dwyer, Mr. D. E. Flannery, Mr. Geo. O. Hansen, Mr. G. H. Horner, Mr. and Mrs. J. E. Leathem, Mr. Lim Pioen, Mr. B. Migrat, Miss C. and R. McCall, Mr. E. Peeler, Mr. O. de Rose, Mr. Robles, Miss E. Sanchez, Mr. F. Schad, Mrs. E. and Miss Alice Simpson, Lieut. T. S. Twiss, Mr. E. Welch, Mr. J. W. Wheeler, Mr. P. San Jose, Mr. and Mrs. M. T. Figueras, Mr. and Mrs. E. Paterson, Mrs. R. Reyes, Mrs. T. M. Ashurst, Mr. and Mrs. Geo. Robinson, Mrs. E. de and Mr. J. Ramirez, Mr. E. Strassman, Major J. M. H. Stevenson, Miss T. Shannon, Miss E. Tosca, Mr. J. P. Tavares, Mr. K. A. Wenger, Mr. O. D. Walker, Mr. G. B. Waterman, Mr. and Mrs. F. E. Zullig, and 3 children, Mr. W. E. Carter, Mrs. E. Quintos, Mr. Chin Wing Yu, and Mr. C. O. Y. Ortega.

## NOTICES.



## POST OFFICE.

The parcel post service to Cuba is suspended.

It is notified that all restrictions as to the use of wireless Telegraphy by Merchant Vessels of the China Station have been abolished.

The Services to Germany, Austria, Bulgaria and the Ottoman Empire are suspended.

No unofficial letter addressed to Abadan, Ahwaz or Mohammor in the Persian Gulf may exceed eight ounces in weight.

The insured letter and insured parcel services between Egypt or in transit through Egypt and Cyprus are temporarily suspended.

Uninsured parcels for the United Kingdom will in future be forwarded from Hongkong in bags and the Public are therefore advised to pack such parcels very carefully.

Until further notice parcels for civil addressed in the provinces of Unino, Vicuna, Tucumán, Tarija, Venice and La Plata may not be accepted for transmission unless posted under the British War Office Permit.

The Parcel Post Services to British East Africa and Egypt (except for members of the Expeditionary Forces) and to Abyssinia, Bequia, British French Somaliland, Italian Somaliland, Portuguese East Africa, Zanzibar and Russia have been suspended.

Registered and Parcel Mails are closed 15 minutes earlier than the time given below unless otherwise stated, and where mails are advertised to close before 9 a.m. registered and parcel mails are closed at 5 p.m. on the previous day.

In the case of Mails closing before 9 a.m. Registration closes at 5 o'clock on the previous evening.

## INWARD MAIL.

MONDAY, September 29.

Shanghai—Per SINHJANG.

TUESDAY, September 30.

Straita—Per KHIVA.

WEDNESDAY, October 1.

Straita—Per TENSHEIN MARU.

## OUTWARD MAIL.

SUNDAY, September 28.

Macao—Per SULAN, 8.30 a.m.

Honkow—Per CHUEN CHOW, 9 a.m.

Straita, Bangkok and Calcutta—Per FOXON, 9 a.m.

Swatow, Amoy and Foochow via Keeling.

Per HOTEN MARU, 9 a.m.

Wellhaven, Cidco and Trenton—Per KUEICHOW, 9 a.m.

MONDAY, September 29.

Macao—Per SULAN, 8.30 a.m.

Shanghai, North China and Japan via Kobe—Per PAUL LECAT.

a.m.

Straita, Bangkok, Ceylon, Mauritius,

South Africa, India via Chusan.

Europe—via Europe via

SUEZ—Per ELPENOR. Registration 8.45 a.m. Letters 10.30 a.m.

The Parcel Mail will be closed

on Saturday, Sept. 29, at 5 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

TUESDAY, September 30.

Macao—Per SUL TAI, 8.30 a.m.

Swatow—Per LIANG CHOW, 9 a.m.

Shanghai and North China—Per

SUYIANG, 10 a.m.

Swatow, Amoy and Foochow—Per

HAITAN, 1 p.m.

Philippines Islands—Per TAMING,

2 p.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

WEDNESDAY, October 1.

Macao—Per SUL TAI, 8.30 a.m.

Shanghai, North China and Japan via

Kobe—Per KHIVA, 9 a.m.

Java via Batavia—Per TULATAP,

Registration 9.45 a.m. Letters 10.30 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

THURSDAY, October 2.

Macao—Per SUL TAI, 8.30 a.m.

Shanghai, North China and Japan via

Kobe—Per PAUL LECAT.

a.m.

Japan via Nagasaki, Honshu, Canada,

United States, Central and South America and

EUROPE via FRANCISCO—Per

TENYO MARU. Registration

9.15 a.m. Letters 10.30 a.m.

Japan via Nagasaki, Canada, United States,

Central and South America and

EUROPE via VANCOUVER,

B.C.—Per EMPRESS OF ASIA.

Registration 9.45 a.m. Letters 10.30 a.m.

Shanghai, North China and Japan via

Kobe—Per YOKOHAMA MARU,

10 a.m.

Shanghai and North China—Per

EINKLANG, 11 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

FRIDAY, October 3.

Macao—Per SUL TAI, 8.30 a.m.

Swatow, Amoy and Foochow—Per

QUINNEBAUG, 9 a.m.

Amoy—Per VAN WAERWIJK, 9 a.m.

Philippines Islands—Per LOONGSANG,

1 p.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

SATURDAY, October 4.

Macao—Per SUL TAI, 8.30 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

SUNDAY, October 5.

Macao—Per SUL TAI, 8.30 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

Macao—Per SUL TAI, 8.30 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.

Macao—Per SUL TAI, 8.30 a.m.

Macao—Per CHUEN CHOW, 4.30 p.m.